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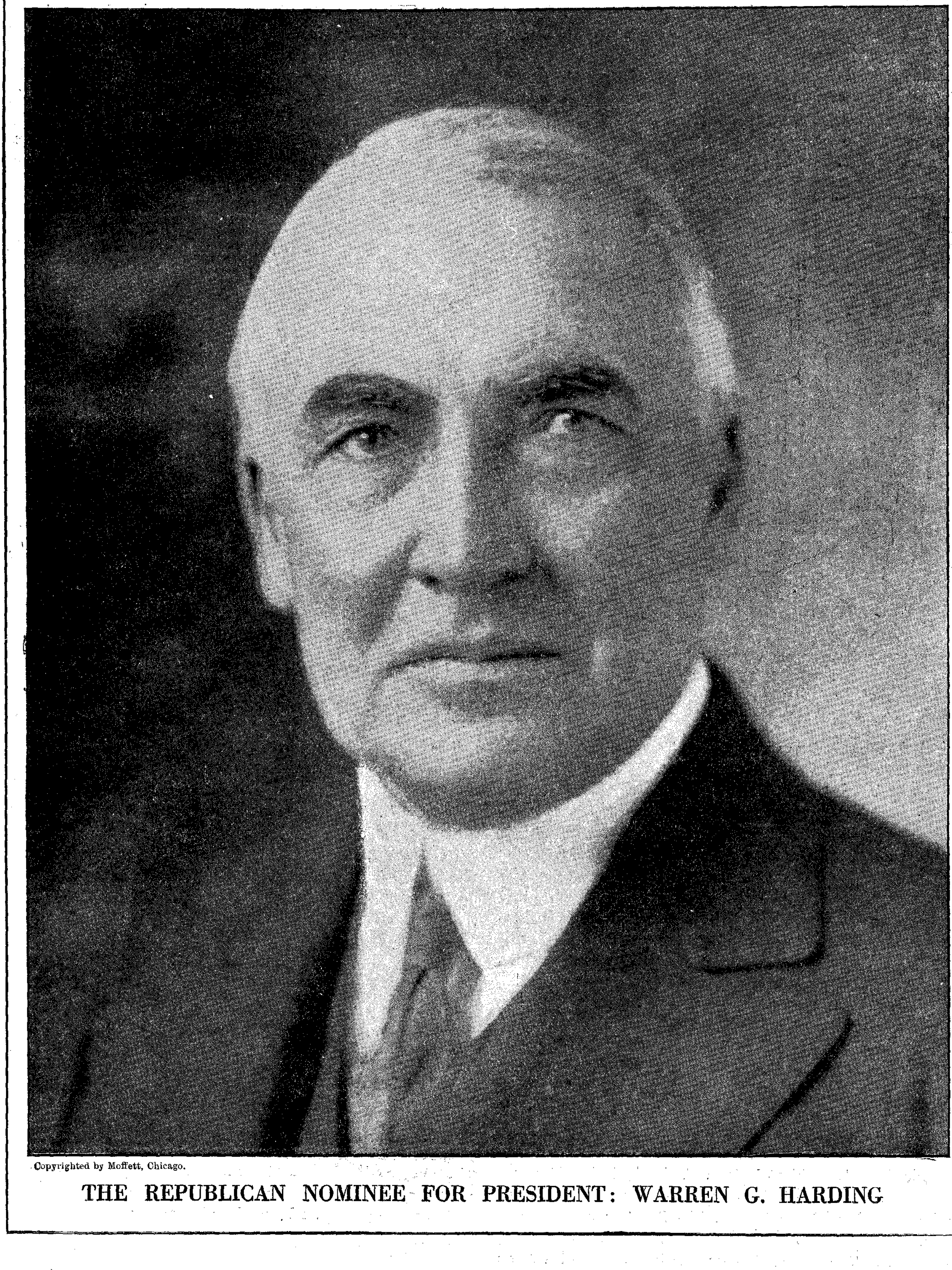

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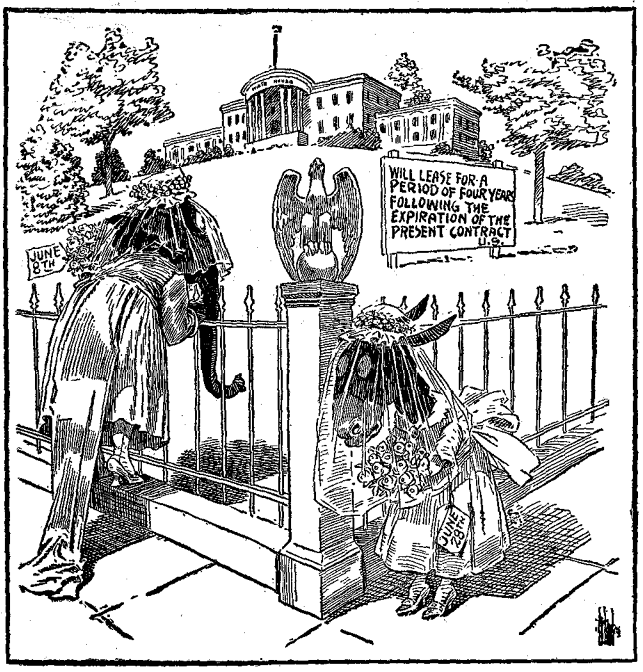
THE REPUBLICAN NOMINEE FOR PRESIDENT: WARREN G. HARDING

TOPICS - OF - THE - DAY

THE REPUBLICAN CALL TO BATTLE

WHEN THE CALL TO BATTLE IS HEARD, differences within the ranks are apt to be forgotten in the common hatred of the foe. So Democratic, Republican, and Independent observers, looking back on the acts and utterances of the Chicago convention, find Republicans, tho of contrary minds on various issues, thoroughly at one in the determination to defeat and discredit President Wilson, his party and his policies. The first note of this "Hymn of Hate" against the President was struck, as a New York *Evening Post* (Ind.) correspondent observes, in Senator Lodge's earnest declaration in his key-note speech that "Mr. Wilson and his dynasty, his heirs and his assigns, or anybody that is his, anybody who with bent knee has served his purposes, must be driven from all control, from all influence upon the government of the United States." The Chicago platform, as we read in the same correspondence, makes the most of the opportunity to destroy in the minds of the people any idea that the Wilson Administration did its duty. The one bond of agreement between the Republicans as represented at Chicago was "their feeling against Wilson and his works," asserts the Democratic Louisville *Courier-Journal.* The Independent but Republican-minded New York *Sun* sums up the Chicago platform as containing the essentials of "Republican doctrine, of Republican campaign issues, of mighty Republican indignation, preparing to evict the undesirable tenant."


WHITE HOUSE
WILL LEASE FOR A PERIOD OF FOUR YEARS FOLLOWING THE EXPIRATION OF THE PRESENT CONTRACT U.S.
JUNE 8TH
JUNE 28TH

THE TROUBLE IS THAT THERE ARE MORE JUNE BRIDES THAN HOUSES.
—Ireland in the Columbus *Dispatch.*

The League of Nations plank, Republican and Democratic commentators agree, is the most important in the Republican platform and presents the most clean-cut issue between the Republicans and President Wilson. This plank, it will be remembered, was the result of a compromise between the "bitter-end" antagonists of the Treaty, like Senators Johnson and Borah, and those who favor ratification with mild or strong reservations. The framers of the plank assert—and various Republican spokesmen agree with them—that all Republicans, whatever their Treaty views, may easily stand upon it. It calls for "an international association" to preserve peace without any "compromise of national independence." It declares that the covenant signed by the President fails signally to accomplish the purpose for which it was intended and that it unnecessarily repudiates our "time-honored policies." The President is denounced for insisting "upon having his own way without any change," and the Senate majority is commended for refusing to "submit to the commands of the dictator," and for performing its duty "faithfully" and with "courage." Senator Johnson has called this wording a complete victory for his position, wherein a number of newspaper correspondents agree. As the California Senator puts it: "This is a tremendous victory for Americanism. It is a signal and overwhelming defeat for internationalism and for international bankers." The Pittsburg *Leader* (Ind.), an old Bull Moose organ of 1912, declares on this point:

> "The Americanism in the United States Senate which blocked the autocratic ambitions of President Wilson is repeated in the Republican platform.
>
> "The test will be between those who will go to any lengths to preserve that sturdy, old-fashioned Americanism which has made this country the most envied in the world and those who would sacrifice that Americanism for the promotion of a fallacy in foreign relations so blundering as to be almost criminal."

From the Independent, but generally anti-Administration, Washington *Post* comes a characterization of the Treaty plank, "a remarkably able composite statement of the views of the majority of the party as thrashed out in the Senate." It continues:

> "No candidate can stand upon that platform, be elected President, and then champion the Wilson covenant without stultifying himself and his party to the border of dishonor.
>
> "The parties can quarrel about many things, but the deep and fundamental issue that divides them is the Treaty and the League of Nations. Unless the Democrats shall remove that issue by repudiating President Wilson, that issue will be paramount in the campaign, whether individuals and parties wish it or not."

The Chicago *Tribune* (Rep.), which has a wide circulation among the Republicans of the great Middle West, finds that the Treaty formula in the platform covers the essential difference between Mr. Wilson and all Republicans, and "asserts the grounds of policy respecting our international relations accepted by the party, regardless of differences of opinion over the reservations." The New York *Tribune*, which has been for a generation an important spokesman of Eastern Republicans, justifies the Treaty plank as follows:

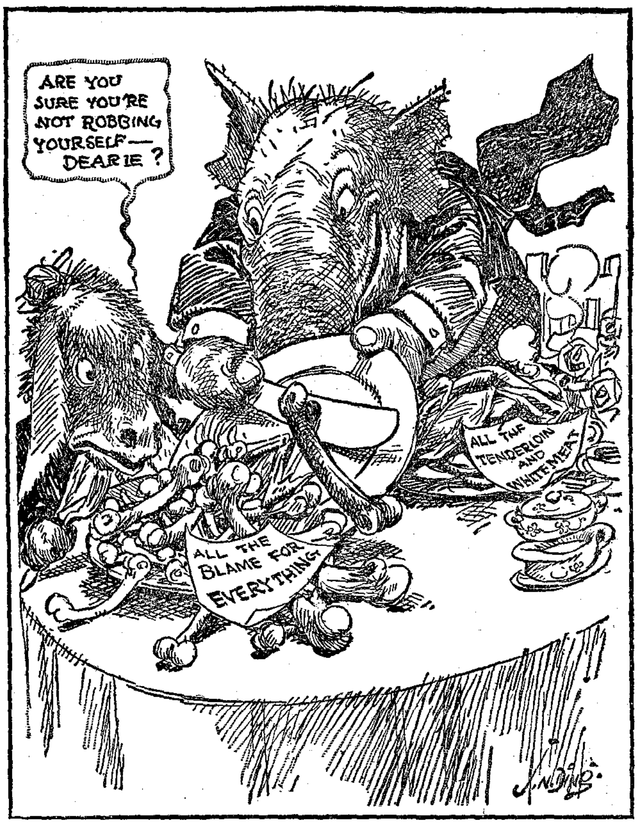
> "The Republican platform doesn't preclude ratification of the Treaty and covenant with reservations, or eventual acceptance by the United States of membership in a League of Nations. It approves our entry into some sort of an association of nations for the preservation of the world's peace. Yet it pins American hopes less on an armed political alliance pledged to freeze by force the political boundaries of states not yet delimited than on an extension of the principle of arbitration and the scope of existing international law. The plank adopted is said to have been suggested by Elihu Root. It embodies his well-known ideas, so far as American participation in world pacification is concerned. It also represents a return to the policy of former Republican Presidents and a dismissal of President Wilson's dream of entangling the United States in the workings of an international superstate."

On the other hand, a Republican leader like ex-Senator Winthrop Murray Crane, of Massachusetts, who led the unsuccessful fight for a "ratification-with-reservations" plank, fears "the Republican party has been compromising with the minority until it has compromised itself." The St. Louis *Globe-Democrat* (Rep.) similarly dislikes the compromise and says:

> "Here is the greatest question that has ever come before the American people, yet the Republican party evades the issue it presents and expresses neither a position nor a purpose. Except in a general approval of the principle of agreement among nations to preserve the peace of the world, no one can tell from the platform whether the party is for or against the Treaty with reservations, altho the tone is one of general condemnation. It is against the Treaty as presented by Mr. Wilson, and it praises the action of the Republican Senators in opposing ratification as the President desired, but there is no commendation of the two-thirds of the Republican Senators who voted for ratification with reservations, and no intimation of a purpose to effect ratification in accordance with the principles asserted by the Republican majority."

But while it agrees with other critics of the Republican Treaty plank that it is by no means "clear and unequivocal," the Democratic New York *World* thinks that it does indicate a "definite stand against the League and in favor of the Treaty-killers." *The World* is glad that the question is "now in the open, where it belongs, and it can be taken to the ballot-box on its merits." In Democratic circles in Washington, such clear definition of the issue is most welcome, say several correspondents. President Wilson, the New York *Times* correspondent notes, has all along "wanted the Treaty, and especially the League covenant, to be made the paramount issue of the 1920 campaign." This writer quotes Senator Hitchcock (Dem., Neb.) as saying: "Republican success means no ratification, while Democratic success will mean ratification."

Aside from the planks dealing with the Treaty and international affairs, the platform adopted at Chicago contained little that was surprizing or fruitful of criticism. Various acts of the Wilson Administration come in for Republican condemnation. Its "complete unpreparedness for war and complete unpreparedness for peace" are said to be "reflected in our huge tax burden and in the high cost of living."


ARE YOU SURE YOU'RE NOT ROBBING YOURSELF— DEARIE?
ALL THE TENDERLOIN AND WHITE MEAT
ALL THE BLAME FOR EVERYTHING
J. N. Ding

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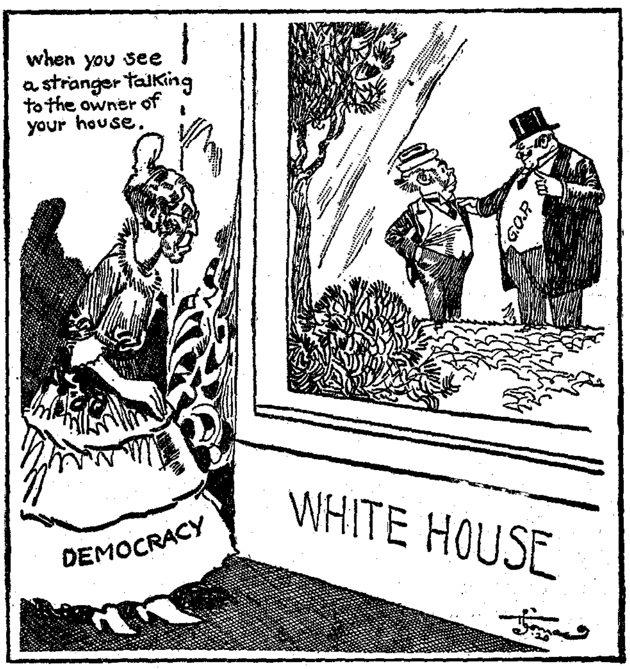
THE G. O. P. RETURNING THE COMPLIMENT.

After eight years of subsistence on the scraps from the Democratic party table.

—Darling in the New York *Tribune*.

Charging that "the practises of the Federal Reserve Board as to credit control have been apparently dominated by the convenience of the Treasury," the platform on banking and currency declares that "the Federal Reserve system should be free from political influence, which is quite as important as its independence of domination by financial combinations." In fullest agreement with the entire country "that the burden of taxation imposed upon the American people is staggering," the Republican platform points out that "while the character of the taxes can and should be changed, an early reduction of the amount of revenue to be raised is not to be expected," inasmuch as "the next Republican Administration will inherit from its Democratic predecessor a flooding indebtedness of over $3,000,000,000 and obligations in excess of $5,000,000,000 which mature in 1923." "We recognize the justice of collective bargaining," says the Industrial Relations plank, but the loss and suffering due to strikes are said to justify government initiative to reduce their frequency and limit their consequences, and the right to strike against the Government is denied. The Republican party "hopes that Republican legislatures in States which have not yet acted upon the Suffrage Amendment will ratify that amendment."

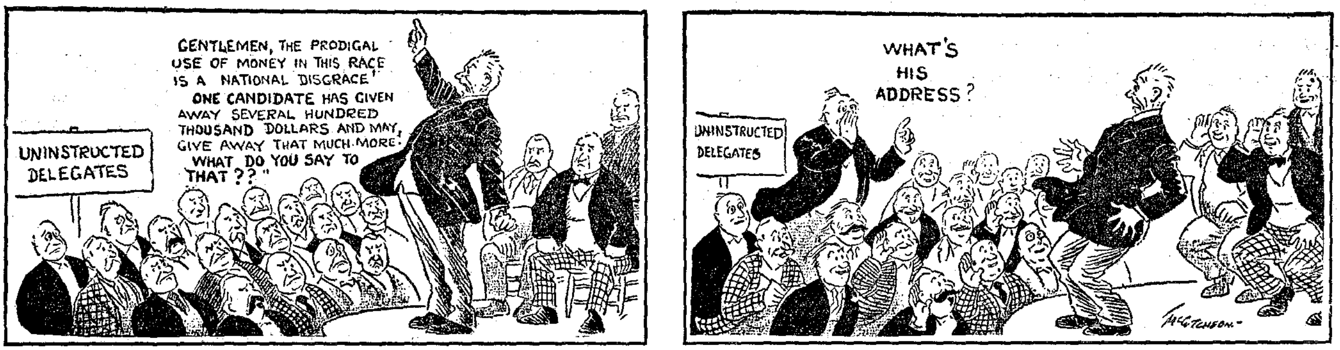

when you see a stranger talking to the owner of your house.
G.O.P
DEMOCRACY
WHITE HOUSE

THAT TERRIBLE FEELING.

—Thomas in the Detroit *News*.

As to Mexico, "the Republican party pledges itself to a consistent, firm, and effective policy toward Mexico that shall enforce respect for the American flag and that shall protect the rights and lives of American citizens lawfully in Mexico."

Condemning without stint the Democratic Administration's failure to enforce antiprofiteering laws, yet admitting that "there is no short way out" of the high-cost-of-living jungle, the party pledges itself to "earnest and consistent attack upon the high cost of living by rigorous avoidance of further inflation, by courageous and intelligent deflation of over-expanded credit and currency, by encouragement of heightened production of goods and services, by prevention of unreasonable profits, and by revision of war-imposed taxes." It is "opposed to government ownership and operation or employee operation of the railroads," and it commends the new railroad law. Declaring that "the farmer is the backbone of the nation," the party advocates "protection of the farmer against discrimination, the encouragement of an export trade, the end of unnecessary price-fixing, and cooperative associations for marketing farm-products." More rigid tests for immigrants are recommended, and a policy which will favor "immigrants whose standards are similar to ours."


UNINSTRUCTED DELEGATES
GENTLEMEN, THE PRODIGAL USE OF MONEY IN THIS RACE IS A NATIONAL DISGRACE! ONE CANDIDATE HAS GIVEN AWAY SEVERAL HUNDRED THOUSAND DOLLARS AND MAY GIVE AWAY THAT MUCH MORE! WHAT DO YOU SAY TO THAT??"
UNINSTRUCTED DELEGATES
WHAT'S HIS ADDRESS?

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THE KNOCK THAT MAY PROVE TO BE—A BOOST.

—McCutcheon in the Chicago *Tribune*.

LESSONS OF THE CAMPAIGN FUND INVESTIGATIONS.

THE BIG THING BROUGHT TO LIGHT by the Kenyon Committee's investigation of Presidential campaign funds, cynically remarks the Columbus *Dispatch* (Ind.), is that "politics is not a poor man's game." Yet the New York *Evening World* (Ind. Dem.) affirms confidently that "it is against the whole theory and principle of American democracy that money, whether his own or somebody else's, can better a man's chances for nomination or election to the highest office in the Government." And the Pittsburg *Sun* (Dem.) agrees that "if republican institutions are to endure, precautions must be taken against the possibility of money becoming the deciding influence in choosing either President or alderman." "The moral sense of the people is simply outraged by contributions of half a million dollars from one man," thinks the Houston *Post* (Ind. Dem.), which argues that "the people do not need such publicity as these vast sums are expended to obtain," because "the newspapers give without money and without price about all the information about aspirants and their fitness that the people need to know." Moreover, avers the Peoria *Transcript* (Ind.), "no man who is not nationally known should offer himself as a candidate for President."

It was brought out at the hearings before the Senatorial investigating committee that $500,000 of one candidate's preconvention fund of more than $1,000,000 had been contributed or "advanced" by a single supporter, and that another aspirant had contributed more than $300,000 toward the expenses of his own campaign for the nomination. According to one Washington correspondent "unofficial estimates of the total disclosed by the Senate investigation are $10,000,000, and it is believed the additional amounts spent by organizations whose funds were not reported to the committee will greatly increase this amount." Such an expenditure on what is only a skirmish for advantage preceding the national conflict is denounced by the Syracuse *Herald* (Ind.) as "morally indefensible." "Are contributions to the campaign funds of Presidential candidates to be regarded as gifts, as speculation, or as investment," pointedly inquires the Norfolk *Virginian-Pilot* (Dem.). And the Philadelphia *Evening Public Ledger* (Ind.) replies that "even very rich men do not give gobs of money away for nothing; campaign money is usually bread upon the waters." "Except in very rare cases," agrees the New Haven *Journal-Courier* (Ind.), "these large preliminary contributions, like those which follow, are not given disingenuously; sooner or later the contributors want their dividends on their investment." The inference, points out the New York *Globe* (Ind.), is that "the Presidency under certain conditions may be virtually purchased." Public sentiment, avers the Rochester *Post-Express* (Rep.), "is critical of lavish expenditure by candidates on Presidential primaries, and sees in it a menace to our institutions." "If a million can be spent," asks this Rochester paper, "why not a hundred millions and plutocratic control of our Government?" And the lesson drawn from the investigations by *The New Majority*, the Chicago organ of the new Labor party, is that—

> "The financial interests of the country are fighting labor and financing the old parties and their candidates fifty-fifty. The workers—that is, the voters—can not get justice from them. The workers must have their own party and finance and control it."

"Good Heavens!" exclaims Mr. Henry Ford's *Dearborn Independent*, "have we fallen so low as to have brought the Presidency down to the level of a seat on the stock-exchange or a villa at Newport?" And it goes on to say:

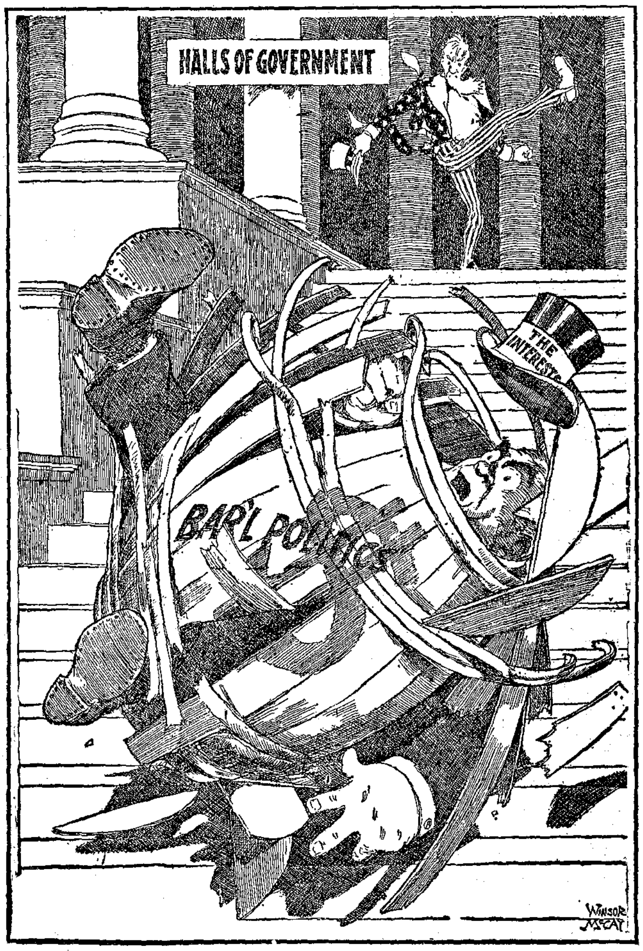
> "There is no disgrace in being honestly wealthy. There is no disgrace in being successful. There is no disgrace in having friends who are willing to spend their own money in your behalf. That is not the point at all. But there is something not only disgraceful but positively menacing in the fact that the Presidency of the United States is being dragged off in the direction of the auction-block. Why, if a professor bought or even campaigned with money for his election to the presidency of his university, if a priest used money, however legitimately, to secure his elevation to the bishopric, all our moral sensibilities would feel the shock of an alien spirit, destructive in its tendency and power. It is the same way with the Presidency of the nation. It is in a peculiar sense a high priest's place; it has always been held so by the men whose characters and services have kept the office white; and it must remain so. Better four years without a President than by the exigency of an election seat a candidate whom neither the Office nor the People sought."

No "slush funds," in the sense of corrupt origin, have been revealed by the Kenyon committee, notes the New York *Evening Post* (Ind.), and the Utica *Press* (Ind.) remarks that "unquestionably a very large sum can be used legitimately in printing, advertising, postage, meetings, brass bands, etc., and when that is duplicated in State after State, the total is tremendous." But Republican, Democratic, and independent papers agree that the investigation has emphasized the costliness of the Presidential primary, and some affirm that it has made clear the need of a more drastic and sweeping Corrupt Practises Act. "The blame should rest where it belongs—on the system rather than the candidates," declares the Omaha *Bee* (Rep.); and the New York *Tribune* (Rep.) remarks that "no way has been discovered to carry on primary campaigns except at heavy cost." "One evil effect of our limping Presidential primary laws is now obvious," notes the New York *Times* (Ind. Dem.); "they put a premium upon lavish campaign expenditures." A by-product of the campaign-fund investigation, remarks the Norfolk *Virginian-Pilot* (Dem.), is "the more or less complete discrediting of the political farce called Presidential preference primaries." "The one thing definite about the primary method," says the Philadelphia *Public Ledger* (Ind.), "is that the candidate with the most money to spend, even if it all goes into what are considered 'legitimate election expenses,' has an unfair advantage over the candidate who has only character, ability, and a record of achievement to commend him to the suffrages of his party."

"The disclosures may lead to a strengthening of the primary laws, increasing the protection of the public and promoting the cause of popular government," remarks the Philadelphia *North American* (Progressive); "or they may be used by political bosses and predatory interests to cast discredit upon the primary principle and bring about a restoration of the convention system, with its manipulated nominations."

The Baltimore *Manufacturers' Record* remarks that "hypocrisy reaches a high state of development when a system is made the law of the land which absolutely requires the expenditure of huge sums of money, and which then attempts to put a man in the stocks if he does spend money." But this system "should be reformed, not abolished," declares the Brooklyn *Eagle* (Ind. Dem.), which continues:

"No State which has a primary law governing the choice of delegates to a national convention is likely to repeal that law because of the scandals, real or manufactured, arising from swollen campaign funds. The primary system has one advantage over the older method—it compels a fight in the open. Candidates and their supporters are under public observation from the start. Gumshoe stalking of delegates, the secret buying of convention votes, is made more difficult. With the exception of the two direct payments made in Governor Lowden's behalf, but without his knowledge, the Senate investigation of the primary campaign funds has disclosed no illegal or corrupt practises. All that has been established is that a candidate with a number of wealthy backers can buy more publicity and put his claims more emphatically before the public than a candidate who has fewer wealthy backers, or none at all.



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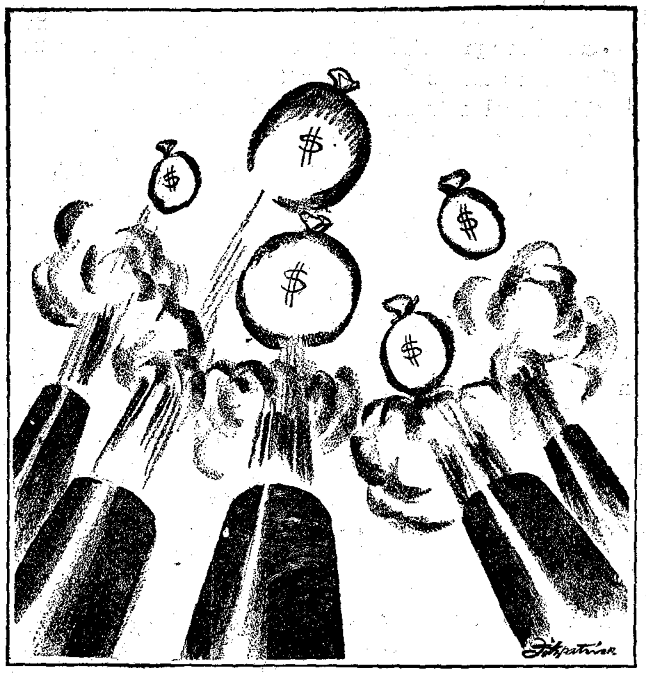
THROW HIM OUT.

—McCay in the New York *American*.

"The New York *Times* declares that the 'Lowden and Wood funds are a standing argument against the entire system.' They are, but they do not argue for the abolition of the system and a return to the older methods under which delegates could be corralled in secret. They argue rather for the course urged by Governor Lowden himself, the bringing of campaign expenditures under the strict regulation of a Federal law. *The Eagle* believes that Congress should severely limit such expenditures, making allowance for reasonable expenses on the basis of registered voters and setting the limit for those expenses so low that the candidate with a relatively small campaign fund would not be heavily handicapped in the fight. That has been done successfully in England in regard to Parliamentary elections. It can be done here. It must be done here unless we are to witness further unedifying spectacles such as the Senate investigation has presented, or drop back into the old system which puts a premium upon corrupt practises by keeping them safely under cover. Between a reversion to that older system and the continuation of the preferential primary under the restraint of a wisely framed Federal statute *The Eagle* affirms its preference for the latter course."



THE POLITICAL "BOOMS."

—Fitzpatrick in the St. Louis *Post-Dispatch*.

"The Federal primary law should be improved," affirms the Syracuse *Journal* (Ind.), which thinks that "there should be a limit placed upon expenditures, and provision made that a list of contributors and the amounts contributed must be filed for public inspection before the date of the opening of a national convention." The Boston *Globe* (Ind.) also dwells upon the desirability of "a law requiring the publication of expenses and contributions for primary as well as election campaigns." And in the Denver *Rocky Mountain News* (Ind.) we read:

"Presidential campaign expenditures must be subject to drastic legislation not long delayed. We boast of our democracy. It must not be dollar democracy."

We must adapt the Presidential primary law or repeal it, thinks the Washington *Herald* (Ind.); and the New York *Evening Post* (Ind.) calls for "a Corrupt Practises Act with teeth." Says *The Post:*

"The time has come—it came long since—to abolish once and for all the redolent scandal of the abuse of money in American national elections. We did not need the revelations in the recent Presidential primaries to emphasize the need, but there they are, smelling to heaven. The evils of misgovernment start, and always have started, with the selection of candidates among whom the people finally choose. The open primary was established as a supposed remedy for the old backroom conference and the packed caucus. Badly as it has worked, it is better than the old system; but it needs protection against debauchery as much as the election itself. What is the use of safeguarding the final ballot if corruption can still poison the elective process at its source? It is ridiculous to purify at spots far down its course a stream which rises in a barnyard."

NEW YORK TOO SMALL

"WHAT PROFITETH IT A CITY to be acclaimed the metropolis of a whole planet and still to fall short, in the tabulations, of the full glory of the official guesses?" queries the New York *World*. Yet that is just what has happened to New York. Real-estate men and other "boosters" have predicted a population of six millions or more, but the census man's figures for the metropolis are a mere 5,621,151. Final returns, after the "mopping-up" process is completed, are to be made public late in the summer. In the meantime New York must be content with her bigness. According to the New York *Times*, the metropolitan district of New York now contains not less than 7,583,607 persons, compared with a population of 6,276,723 credited to the London metropolitan district in 1917. With the exception of the States of New York, Pennsylvania, and Illinois, her population is larger than that of any State in the Union, and greater even than that of many important countries, such as Greece, Switzerland, Bulgaria, Australia, Chile, Denmark, or Norway. The increase over the 1910 figures is 854,268 (or 17.9 per cent.), almost as many people as there are in Oregon. True, the Borough of Manhattan shows a decrease of two per cent., but Manhattan is to be congratulated upon this, thinks the New York *Times:*

> "Even tho our metropolitan district proved less than the largest in the world, water would still flow beneath the bridges, carrying a world-wide commerce; life would still pass to and fro in the streets.
>
> "If the Borough of Manhattan is actually less populous than a decade ago, and tending to fall behind the neighboring boroughs, many of its inhabitants would rejoice. For too many years it has been congested, unwholesome alike to body and to soul. It has been the hope of those who built up our system of rapid transit that slums might eventually be aired and an ever greater proportion of the people live in the open suburbs. The manifest destiny of the island is to serve as the workshop, perhaps also the cultural center, of millions whose homes are in roomier, quieter places."

New York's four other boroughs, however, showed marked increases. The official tabulation for the whole five follows:

Manhattan, 2,284,103; decreased 47,439, or 2 per cent.
Bronx, 732,016; increased 301,036, or 69.8 per cent.
Brooklyn, 2,022,262; increased 387,911, or 23.7 per cent.
Queens, 466,811; increased 182,770, or 64.3 per cent.
Richmond, 115,959; increased 29,990, or 34.9 per cent.

Real-estate operators were quick to charge gross neglect on the part of census enumerators, and upon telephoning seventeen persons whose names had been picked at random from the telephone book, the New York *Times* ascertained that the names of six of the seventeen had never been taken by the enumerators. On the other hand, the school registration substantiates the census returns in recording a decrease in the Borough of Manhattan and corresponding increases in the other boroughs. "New York has companions in disappointment, and will have more," remarks the New York *Evening Post*, and this paper's contemporaries appear to accept the official figures with good grace. *The Globe* tells us that in the past "the city has been able to include both bigness and efficiency among its family gods. Now there is an irreconcilable conflict between the two; we can not have both." And in the New York *Evening World* we read:

> "Ordinarily, population loss is a sign of decadence. This is not true in the case of Manhattan.
>
> "The residential loss in Manhattan is a testimonial to rapid transit. A further loss in the next ten years is to be expected as the business area expands and restricts the residential area of the island.
>
> "Gains in the other boroughs are the result of the business and manufacturing growth of Manhattan. Without the homes in other boroughs Manhattan could not house half its workers."

BARLEYCORN'S CASKET SEALED UP

THE OLD COMPLAINT that Supreme Court decisions are "dry reading" came home with saddening significance to the "wets" last week as they perused the unanimous verdict of that body that the Prohibition Amendment and the Volstead Act are strictly constitutional, and all the State laws of a wet or damp nature are unconstitutional. The phrase about "driving another nail in the coffin of John Barleycorn" was abandoned entirely by our observant editorial writers as inadequate, and the general feeling seems to be that the Court has put in all the nails, screws, and rivets the lid will take, hermetically sealed it up, and buried it so far underground that only the election of a "wet" Congress can blow the trumpet of resurrection. As a typical comment, the New York *Globe* remarks that "the Supreme Court kept us in suspense a long time in this matter of prohibition, but when it finally unlimbered and laid down the law it spoke a mouthful."

No mere State, says the Court, can override the Federal Government and maintain the slightest degree of wetness beyond that fixt by Congress. The Court completed the smashing blow to the "wet" interests by dissolving the Wisconsin beer injunction, dismissing and sustaining other actions and injunctions in St. Louis and Louisville cases, denying a Massachusetts injunction to restrain enforcement of the Volstead Act, and dismissing a New Jersey action in the interest of the brewers. The Supreme Court Justices will now take their vacations.

"The only hope for relief from a drought equal to Sahara's," we are told by the New York *World*, "lies in Congress itself." "There is nothing for the public to do but make the best of it; the highest court in the land has laid down the law, and the law must be obeyed," declares the New York counsel for the brewers, and his Chicago colleague admits that "so far as remedies at law are concerned, we are through; everything possible has been done." Brewers had hoped each State might be permitted to fix its own percentage of alcohol contained in drinks, and because of this fond hope, a few State legislatures passed bills permitting the brewing of beer containing from 2.75 to 3.50 per cent. alcohol. Governor Coolidge vetoed the Massachusetts bill, but Governor Smith of New York and Governor Edwards of New Jersey signed the ones presented to them.

Further to depress the spirits of those who have managed, in one way or another, to "get it," *The Sun and New York Herald* and other papers scattered throughout the country note that the final decisions of the Supreme Court have caused an unprecedented and unexpected stiffening of the backbone among prohibition enforcement officials, who declare that a "heavy fine and possibly a jail sentence" await each offender caught. Chicago dealers in wet goods evidently have been moved by these threats, for Irvin Cobb tells us that he had to walk two blocks for a drink during the first few days of the Republican Convention.

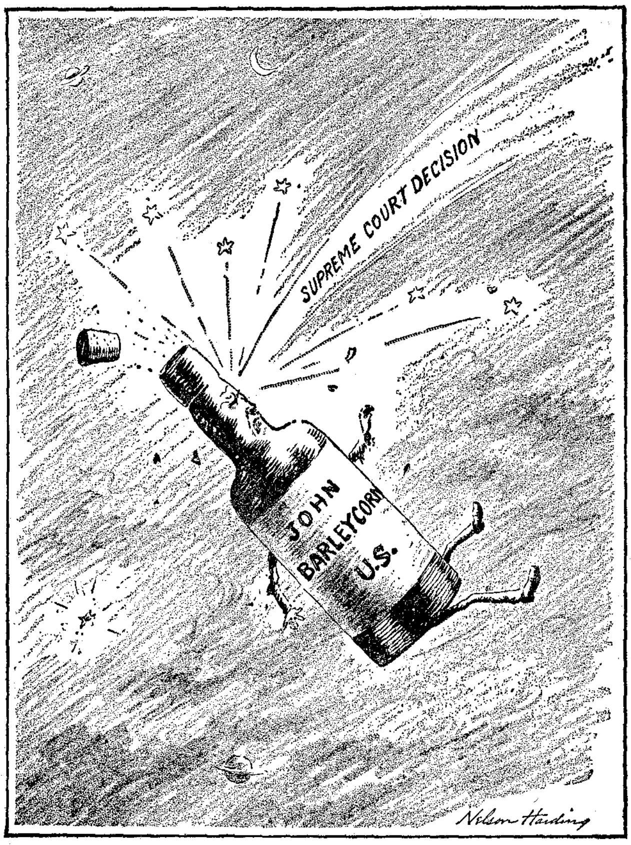
Turning to the serious side of the situation, in the opinion of the New Haven *Journal-Courier* "we are about to enter upon the greatest social experiment any civilized nation ever undertook." And this paper believes that "of all the civilized nations of the earth this nation is the best calculated to make it a success—if a success it can be made." The New York *Times* agrees that "the decision undoubtedly means the end of the open saloon in this country," and the Providence *Journal* declares that "no law-abiding citizen will think of attempting to evade the Volstead Act, which, strictly construed, is a criminal statute." Other papers remark upon the unanimous decision of the Court, and the Syracuse *Post-Standard* is one of the many which are glad the decision was unanimous, prompt, and all-embracing, thus "setting at rest an uncertainty prevalent for many months, which has not made for orderly conduct." The Baltimore *Sun* notes that the Court's decision "leaves the opponents of prohibition not a single drop of legal comfort." "And the sweeping character of the Court's opinion will be a deep disappointment to millions of Americans," asserts this paper. The New York *Globe* goes on to tell us why there is mourning in the ranks of the "wet" attorneys:

> "Lawyers who thought they saw gaps big enough to drive a coach and four through in the Amendment and its enforcement act are also disappointed. If there are breaches in the wall the Court didn't see them. The Court decides that Congress did take a legal two-thirds vote in proposing the Amendment; that a State referendum on a national amendment is unconstitutional; and the Amendment does not conflict with Article V of the Constitution; that the Amendment is now as much a part of the Constitution as any other part, and deserves equal respect; that the phrase 'concurrent power' can not be construed as joint power, and that the States can not claim a share in enforcement legislation; and that tho there are limits beyond which Congress can not go in enforcing the Amendment, those limits have not been exceeded in the Volstead Act."

"Every word of the Supreme Court's decision is as dry as all legal matters are supposed to be," dryly remarks the Boston *Globe*. "The 'wets' have not even the satisfaction of a divided Court, such as has become customary on important questions." Furthermore, the Philadelphia *Public Ledger* considers it "a matter of profound satisfaction that the ruling of the Court . . . is so complete and decisive." Some of the "conclusions reached without giving reasons" by the Justices, and affecting the seven cases pending, all involving certain phases of the constitutional amendment and the Volstead Act, are thus given by Justice Van Devanter:

> "The first section of the Amendment—the one embodying the prohibition—is operative throughout the entire territorial limits of the United States, binds all legislative bodies, courts, public officers, and individuals within those limits, and of its own force invalidates any legislative act—whether by Congress, by a State legislature, or by a Territorial Assembly—which authorizes or sanctions what the section prohibits.
>
> "The second section of the Amendment—the one declaring 'the Congress and the several States shall have concurrent power to enforce this article by appropriate legislation'—does not enable Congress or the several States to defeat or thwart the prohibition, but only to enforce it by appropriate means.
>
> "The words 'concurrent power' in that section do not mean joint power, or require that legislation thereunder by Congress, to be effective, shall be approved or sanctioned by the several States or any of them; nor do they mean that the power to enforce is divided between Congress and the several States along the lines which separate or distinguish foreign and interstate commerce from intrastate affairs."

Among the representative newspapers which would rescue the "inhabitants of the driest part of the earth's surface," in the words of the Washington *Post*, is *The Post* itself, which sets forth a plea for the workingman, and adds that "involved in the problem of making the people both temperate and happy is the fact that a large proportion of the industrial population is made up of aliens or newly naturalized citizens whose lifelong habits differ from those of native Americans."



THE END OF HIS WORLD.

—Nelson in the Brooklyn *Eagle*.

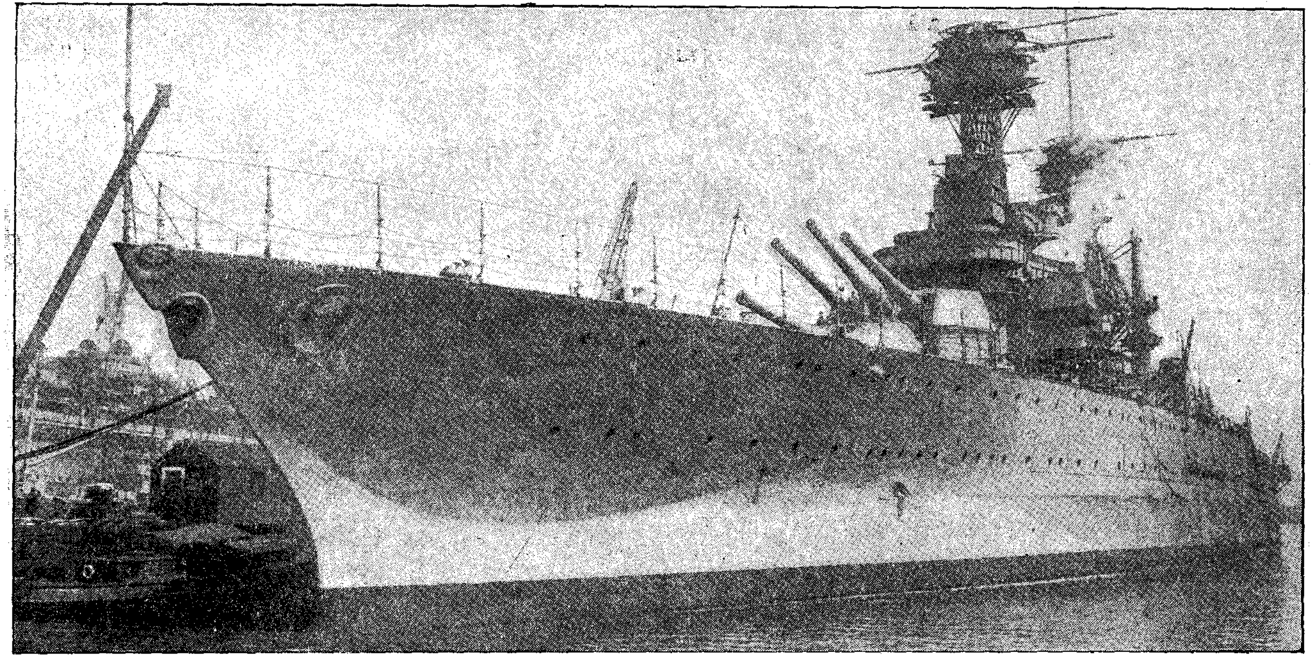
The Baltimore *Sun* reminds us that "the Volstead Act is not a part of the Constitution, and may be repealed or amended by Congress," and *The Sun and New York Herald* says "it is one thing to fix clearly the intent of a law and to determine definitely the status of the law itself. It is another thing to make a law acceptable to the people." And we find similar views in the New York *Evening World:*

> "The people of the United States are in the grip of a law which a majority of them do not approve and which large numbers of them do not respect. A law can be constitutional without being the will of the people—if misrepresentatives turn their backs on the people.
>
> "The enforcement of nationwide prohibition can only continue to be what it already is—a costly and unsuccessful effort productive of evasion, subterfuge, and hypocrisy."

The New York *Evening Mail*, on the other hand, declares that by its decision "the Supreme Court leaves to the States only one right and only one duty—the right and the duty to enforce obedience to the law as it stands," and our commercial life has so adjusted itself to the Eighteenth Amendment, thinks the Boston *Globe*, that "any serious attempt to nullify it would be decried by an enormous body of Americans who took no part in putting prohibition over, and who rather like a drink once in a while themselves." "It is plain that the prohibition amendment has behind it a sentiment that has been growing for generations; to doubt that it is supported by the mass of Americans is to refuse to believe your eyes," asserts the New York *Evening Post*, and it adds emphatically that "no one who assists in violating the prohibition law can be called a good citizen; the buyer of a drink is no better than the seller."

In a Presidential year, we are told, it is inevitable that politics should become entangled with the question of prohibition. As the Philadelphia *Bulletin* puts it: "One of the unfortunate phases of the situation is that the liquor question is likely to be injected into national and congressional politics," and *The Public Ledger* of that city agrees that "the fight of the 'wets' will be turned from legal lines to the political arena." "There will be a fight in every Congress on the question of liberal interpretation of the law," predicts *The Wall Street Journal*, and we are told by the New York *World* that "prohibition has ceased to be a Constitutional question and become a political question." "Most professional politicians in both parties would like to dodge the issue, but this is the kind of issue that can not be indefinitely dodged," adds *The World*. "The issue can not be evaded, and will be especially prominent in the industrial centers," believes the Jersey City *Journal*, but the New York *Journal of Commerce* thinks "prohibition hardly is likely to become an issue in the coming elections . . . when politicians are abnormally sensitive with regard to votes."

"The Prohibition Amendment may have been unwise; it may or may not express actually the majority sentiment of the people," concludes the Boston *Herald*, "but the act was passed and ratified—and there you are."



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UNCLE SAM'S BIGGEST AND NEWEST SUPER-DREADNOUGHT, THE *TENNESSEE*.

OUR NAVY TO LEAD THE WORLD

JUST WHY AMERICA should be feverishly building huge battle-ships and battle-cruisers at a rate that will soon make us the strongest naval Power on earth is a question that is interesting Great Britain, Japan, and some people in our own land. The launching of the *Tennessee*, the world's largest battle-ship, has renewed the talk about this matter. Twelve dreadnoughts and six great battle-cruisers with electrically driven engines, and mounting in all 152 sixteen-inch rifles and twenty-four fourteen-inch rifles, soon are to be constructed. The cruisers will be 874 feet long, and will have a speed of thirty-seven miles per hour. The displacement of the *Iowa* and *Massachusetts*, two of the new battle-ships, will be 43,200 tons, as against the *Tennessee's* 32,000, and they will be two knots faster than this ship. In other words, the new *Massachusetts* will be about four times as large as the *Massachusetts* of Spanish-War fame. To round out the Navy's stupendous program, a proportionate number of scout-cruisers, destroyers, and submarines are being built. Only aviation, which proved its worth in the late war, seems to have been overlooked by Congress when providing funds. "And this is a subject which should not be slighted," declares the Pittsburg *Gazette-Times*.

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THE GUN BEHIND THE MAN.

Informal view of the muzzle of one of the *Tennessee's* 14-inch rifles.

Our naval program, prepared by the General Board, has its detractors as well as its defenders. The Chicago *Tribune* declares that we do not need "incomparably the greatest Navy" in the world, using the words of Secretary Daniels, yet we are reminded by the Washington *Star* that "we should not relax our vigilance." "What nation is relaxing its vigilance? Who does not know, and really fear, that hostilities in some measure may be resumed?" asks this paper. Japan, notes one paper, already has been outdistanced by this country in naval armament, and in England, we are told by the New York *Times*, "the money to continue expansion is not available at the present time." Therefore, argues the Topeka *Capital*, why should we spend hundreds of millions in carrying out a construction program adopted four years ago—

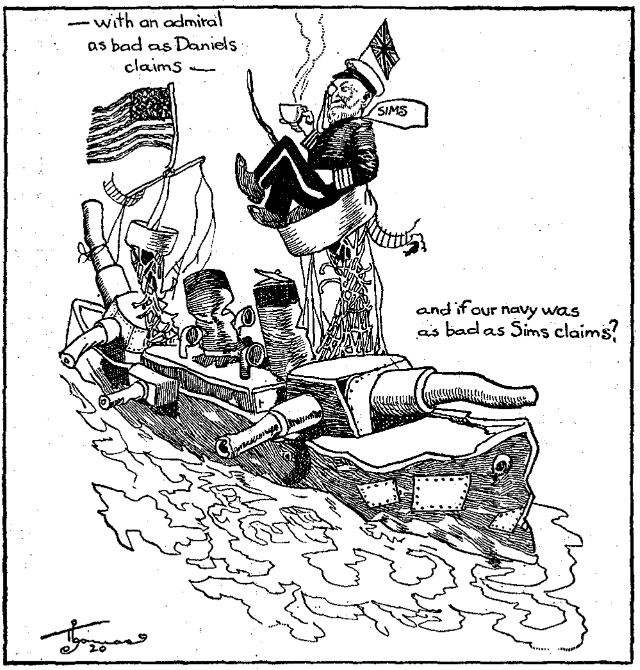
> "at a time when Japan can not obtain sufficient steel to maintain its merchant marine, let alone naval expansion, when Great Britain is not laying the keel of a single dreadnought, when France has no expansion program, and Italy has but one great naval vessel on the ways?
>
> "In other words, the United States proposes to carry through greater naval expansion than ever before known, when no Power on the globe has or is able to have an expansion policy, when the burden of taxation is a crying evil, and Congress is searchingly requiring economies in every available nook and cranny of the Government.
>
> "There are few departments of the Government, if any, where the opportunity for reducing estimates is so clear as in the case of the Navy. At a time when taxation is perhaps the paramount political consideration of the people, and when every Power on the earth is crippled and in no position to attack the United States, when our relative strength and our security were never so evident and recognized, economy might well start here in the military departments."

"Against whom are we arming?" asks the Boston *Globe*. "Germany's Navy is at the bottom of Scapa Flow, and England is supposed to be our friend and ally." "And no nation is in a position to threaten us, nor will any nation be in such a position for a long time to come, if ever," asserts the Brooklyn *Eagle*. Therefore—

> "If isolation were to become the fixt policy of this country, why do we need 'incomparably the greatest Navy in the world'? A Navy equal to that of Great Britain would provide us with means adequate to the defense of our own coasts, our foreign possessions and our commerce. We are not an aggressive people. We are not seeking colonial expansion. Our commercial interests are dependent upon our enterprise and our good sense, not upon the possession of an overshadowing naval power."

Many editors have been influenced by the prediction of Lord Fisher, of the British Admiralty, that "the great battles of the future will be fought in the air." The St. Paul *Dispatch*, for instance, while admitting that "there is a certain pride and vainglory in boasting the greatest Navy in the world," declares that—

> "Both will dwindle if it is demonstrated that our Navy equals or surpasses that of Britain only because that nation, with long vision, reduces its naval construction and turns its attention to aerial fleets. Nothing turns to obsolescence as rapidly as ships of war. Great fighting-machines quickly become scrap-heap material, and the process is accelerated by the progress of aerial science.
>
> "In this connection there is discouragement in the action of the House in refusing to increase the aviation appropriation. In this Congress, as the last, there is evidence of a lack of prescience as far as aviation is concerned. We miserably failed in aviation in the war. Now we begrudge a few millions for the science of the future while lavishing many times as much upon naval construction which the near future may relegate to the junk-pile."


—with an admiral as bad as Daniels claims—
SIMS
and if our navy was as bad as Sims claims?
Thomas '20

HOW DID WE WIN THE WAR —

—Thomas in the Detroit *News*.

Secretary Daniels also charges Congress with having crippled the Navy by cutting down the Naval Appropriation Bill. The increased importance of the Pacific coast and our island possessions in the scheme of things, and the threatened shortage of coal and oil for power purposes, are matters of concern to the Secretary of the Navy. Ten years ago, we are told in the Seattle *Times*, conservationists were so firmly entrenched that no one would have dared think of mining coal from government coal-lands in Alaska for the Pacific fleet; it was the fashion to ship it from Pennsylvania to California, altho the highest grade coal could have been obtained in Alaska. Secretary Daniels, however, has at last obtained permission to send a commission of naval officers to the Matanuska coal-fields for the purpose of mining coal for naval use. There is also a feverish stampede on, we are told, to the oil-fields of Alaska, to the end that oil-burning ships may be supplied. But even tho these enterprises have been undertaken, the Navy, Secretary Daniels declares, still is hampered by—

> "The failure to make provision for adequate naval expansion on the Pacific, made imperative by the presence of a great fleet on the Pacific, and the proper protection of that coast and outlying American islands.
>
> "The failure to make half-way provision for naval aviation.
>
> "Failure to authorize the construction of a single new ship, appropriating only for the completion of the ships authorized in the 1916 program.
>
> "Failure to appropriate sufficient money to repair and keep in condition ships which the office of operations told Congress were essential and ought not be deferred."

This attitude of Congress is deplored by several papers, among them the Washington *Star*, which thinks an embarrassing situation might have developed in the Pacific if the recent war had not engrossed the attention of the whole world. Says *The Star:*

> "The war but emphasized our duty by illustrating the value of sea strength. We know better now than formerly how necessary it is for such a nation as ours, with enormous resources and ambitious purposes, to be strong on the water."

"A great Navy will be a guaranty of American peace and the peace of the world," asserts the Seattle *Times*, and other papers call attention to our long frontage on the Pacific and Atlantic, the value of our overseas possessions, the necessity of protecting the Panama Canal, of our blossoming merchant marine, and the disturbed condition of the world, which can not be expected to improve overnight. All these things, we are told, make necessary an American Navy of the first proportions. And as to the cost, we read in the New York *Evening Sun:*

> "It will cost us money, much money, to put and keep the United States Navy where it should be, but it would cost us incalculably more money, and, what is incalculably more valuable than money, human lives, not to arm the nation as it should be armed."

TOPICS IN BRIEF

Anyway, Debs can show the lowest campaign expense account.—*Toledo Blade.*

Germany lost the war, but still thinks it can always find it again.—*Wall Street Journal.*

In Mexico Presidential contest is more of a chase than a race.—*Norfolk Virginian-Pilot.*

It is a question now which will break first, prices or the ultimate consumer.—*Baltimore Sun.*

Our ideal summer resort is one where fish bite and mosquitoes don't.—*Philadelphia Public Ledger.*

Give Jawndee a free hand and John Bull will never get a monopoly of the world's oil.—*Greenville (S. C.) Piedmont.*

Why not show the Turks we can forgive and forget by offering them the mandatary for Mexico?—*New York World.*

It seems to be the custom for Mexican Presidents to come in by the ballot and go out by the bullet.—*Nashville Southern Lumberman.*

There is talk of the United States going wet again, but between the prohibitionists and the bootleggers there ought to be votes enough to keep things as they are.—*Seattle Argus.*

Canada is to have a resident diplomat at Washington. If that means that he is sure to get a residence, we know several Canadians who are willing to be diplomats.—*Saskatoon (Canada) Star.*

The H. C. L. problem is a matter of dollars and sense.—*Norfolk Virginian-Pilot.*

Too bad white paper pulp can't be made out of Presidential timber.—*New York World.*

So far as prices are concerned, we may as well prepare for a late fall.—*Nashville Banner.*

Pronouncing these towns the Poles are capturing requires freedom of the sneeze.—*Baltimore Sun.*

Some backers of Presidential booms are paying a good stiff price for their experience.—*Buffalo Commercial.*

"Price of sugar goes—". No use wasting type; you know which way it always goes.—*New Orleans Times-Picayune.*

France may pretend that she fought for human freedom, but how is she going to explain that tax on bachelors?—*Wichita Beacon.*

The reason an article costs $10 more is because the material in it now costs 13 cents more and the labor 9 cents more.—*Baltimore Sun.*

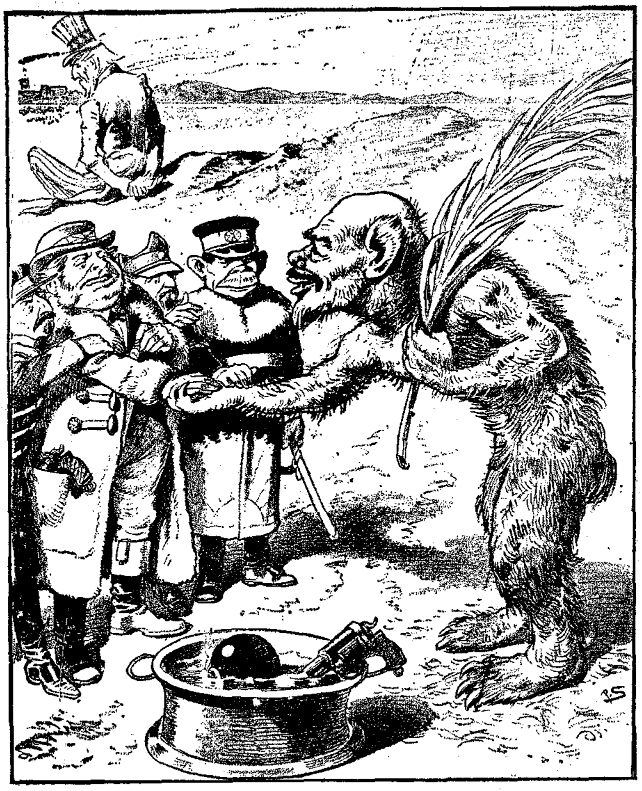
"Everybody is interested in the 'Back to the Farm' movement," says a contemporary. They seem to be—at least, they seem to have their back to the farm.—*Houston Post.*

Mexico's Provisional President is "considered a remarkable tenor singer," and he used also to be teller in a bank. This familiarity with notes will be useful to him when he begins to correspond with Mr. Wilson.—*Chicago Tribune.*

FOREIGN - COMMENT

A "STRICTLY BUSINESS" PEACE WITH SOVIET RUSSIA

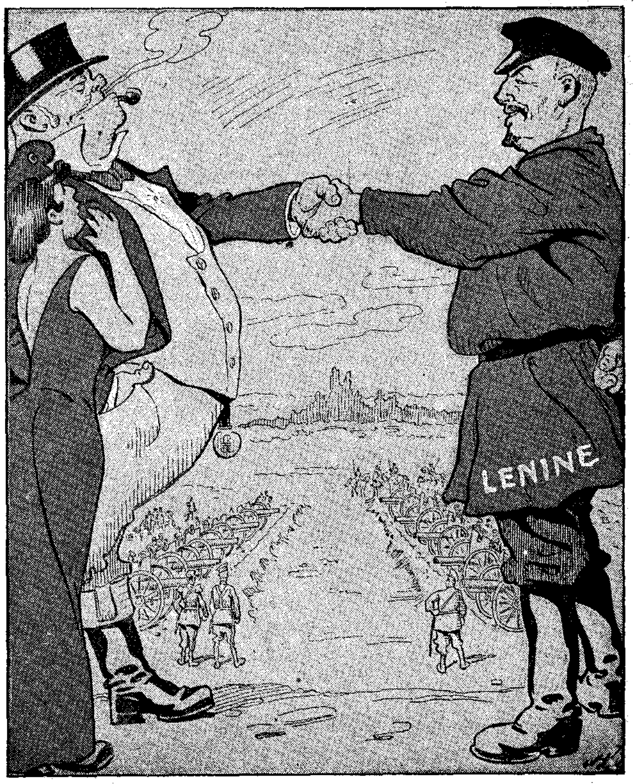
PERHAPS A "STRICTLY BUSINESS" PEACE with Soviet Russia might allay unrest in that country and in other countries of Europe, as claimed, we are told by French press correspondents, but it unquestionably has caused a new irritation in the relations between France and England. In London dispatches announcing negotiations toward the resumption of trade with Soviet Russia, as decided by the British Cabinet following conversations with Mr. Gregory Krassin, Soviet Minister of Trade and Commerce, we read that the British Government "will not accept Russian gold in payment for goods, because the ownership of the gold is in question," and trade for the time will be "by barter only." The British plan, we are told also, provides for cooperation by all the Allies, neutrals, and America in an effort to prevent Russia from facing another winter of starvation. British officials are said to be firm in declaring that the Government will take all precautions to prevent goods sent to Russia from being turned for military purposes against former or present enemies; and it is said that the Allies may consider it necessary, if locomotives are sent to Russia, to send a mission to the country to see that they are used exclusively for non-military freight traffic. Altho British government officials are reported as unwilling to say whether political recognition will follow the resumption of trade, they indicate that Mr. Krassin has given some sort of assurances against Soviet propaganda, particularly in the Near East, where recent Bolshevik activity has greatly worried the British. It is said also that if the present plan succeeds it is believed there will be a cessation of hostilities between Russia and other nations, and that "the Polish-Russian war already has been affected and the resumption of peace negotiations is expected shortly." It is also argued that the new trade move will have an important influence in averting the threatened breach between Poland and Czecho-Slovakia. In a word, while it is admitted that no great volume of Russian exports can be expected for some time, owing to the disorganized state of the country, British and American trade officials agree that the moral and psychological effect of a resumption of trade and cessation of hostilities will immediately give impetus to production and allay unrest. From London dispatches we learn further that while no American officials in that city were willing to forecast the attitude of the American Government, it was felt certain that the Scandinavian and Baltic states would join with the Allies, in which case Americans "could sell to those two groups of countries goods for reexport to Russia without committing themselves to direct trade with the Bolsheviki." On the other hand, London dispatches also state that the Bolshevik emissaries would much rather renew trade with America than with Europe, "because of American ability to supply more quickly and in greater volume locomotives, rolling stock, agricultural implements, and other materials for which there is pressing need in Russia." On this point we learn from Washington press dispatches that whatever the result of the Krassin conferences, the American Government, according to a high authority, is "maintaining its position of opposition to reopening of trade with Russia so long as the Soviet leaders are in power." It is not believed in Washington, we read further, that such Russian products as might be available for trade with the outside world can be moved without the acquisition of rolling stock by the Bolshevik Government, and the same dispatches report that the United States Government would not permit rolling stock to be sold



PEACE BETWEEN RUSSIA AND THE ENTENTE.

Because, you see, the Bear needs a new skin.

—*Kikeriki* (Vienna).



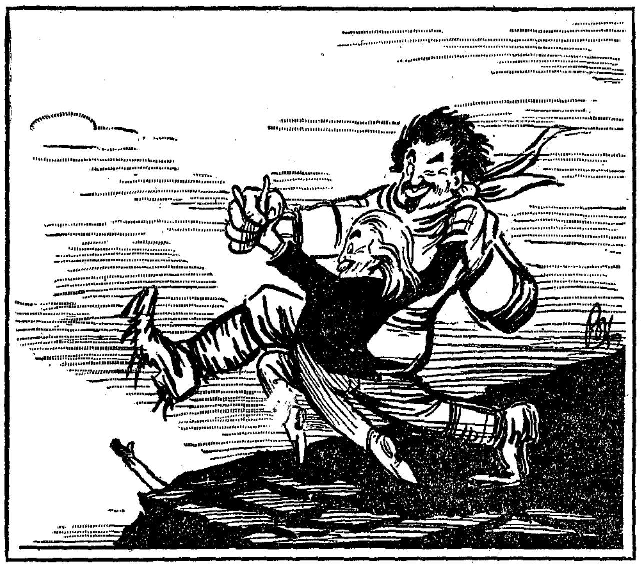
THE ENTENTE AND BOLSHEVISM.

"So, dear Lenine, we resume trade—but on a war-footing."
"Right. Honesty is the best policy." —*Wahre Jakob* (Stuttgart).

AUSTRIAN AND GERMAN GIBES AT THE SOVIET TRADE PEACE.

in this country for delivery through British agents to the Soviet. Some Paris correspondents point out that in refusing to have anything to do with the Bolsheviki the French Government is sticking to its original foreign policy, which is "to have absolutely nothing political to do with them any time, anywhere, or on any terms," and one such informant writes:

> "That was the policy under Clemenceau when his Foreign Minister, Pichon, opposed Lloyd Geroge's proposition to meet the Bolshevik delegation on the island of Prinkipo. It is true, Pichon finally withdrew official opposition, but the Prinkipo meeting never materialized. It is equally the French policy today, when Lloyd George, not acting with the Allies but alone, undertakes to reach an agreement, commercial or otherwise, with Russia on behalf of England.
>
> "Of course, the main underlying powerful factor of this French policy is the vast number of old Russian loans held by many thousands of small investors in France. Under the Bolshevik régime the French people and the French Government look upon these investments as a total loss, for there is no hope whatever in this country that the Bolsheviki will ever pay these loans. On the contrary, the only hope in Paris is in Russia's setting up some form of a constitutional new government, and every encouragement given to the Bolsheviki, every addition to their prestige by such incidents as the Krassin-Lloyd George meeting, is resented by the French as a further delay in the establishing of a government from which they may be able to collect their debts."



"OH, YOU FOX-TROTZKY!"

—*Evening News* (London).

In the present case, we are further informed, the French do not even give the British Premier the credit of making an honest mistake, but "accuse him of playing a dangerous political game with the present masters of Russia for the sake of safeguarding his own political fortunes, by protecting British Asiatic interests from the advance of Bolshevik troops and ideas in Persia, India, and elsewhere." That Lloyd George is dealing with Krassin merely to restore trade relations with Russia and get that country's raw material for the benefit of world industry, say Paris dispatches, is ridiculed by the French as a piece of hypocrisy which deceives nobody because, the French claim, Russia can not deliver any of her raw material. We read further that—

> "What the French insist is Lloyd George's real underlying political policy in these dealings they declare to be as futile as its 'economic disguise' is absurd. If Lloyd George recognizes the Bolsheviki in any way, hoping thereby to be rewarded by a cessation of Bolshevik inroads in Asia, he will be deceived by the Bolsheviki seizing upon such recognition as something increasing their power and prestige, enabling them to make their progress in Asia and everywhere else surer and simpler.
>
> "On the other hand, it is to get such added prestige that Krassin is now maneuvering, and also for some action on the part of England to restrain the Poles in their advance on Russian territory. This Polish phase of affairs is added embarrassment for France, which wants to be on the best terms with Poland and to help build up that country into a strong, effective nation on Germany's eastern frontier; but the French Government has no sympathy or patience with the present military aggressiveness of the Poles beyond their own boundaries."

Another Paris correspondent tells us that the French believe the Bolsheviki are on their last legs, and therefore they wonder why, when this is so, England should reenforce the Bolsheviki "either as the result of English commercial greed or of bluff against Transcaucasia, Persia, and India." This Paris correspondent makes a thrust at certain British informants about Russia when he writes that France is "not content to get her information about Russia from Socialist members of Parliament who have conferred with the crafty Litvinov, nor yet from political-journalistic labor leaders, or even trade-union missions to Moscow, and she is aware that the Bolsheviki hold the country they have ruined only by terrorism and force." This correspondent reports further that—

> "The French know well that in Persia and Asiatic Turkey the Bolsheviki are not really regarded as friends and brothers, nor are their theories welcomed. They are simply exploiting the national hatred of strangers, for which, in French opinion, the British themselves are chiefly responsible. But the fact that Transcaucasia 'goes Red' or that Bolshevik envoys are received by Mustafa Kemal does not really strengthen the position of the Bolsheviki one iota. It does, the French admit, give them a new card to play against the British, but it does not improve the Russian food or transportation situation or make life under Bolshevik tyranny more tolerable.
>
> "If, however, that card wins, and Krassin succeeds in bluffing the British into recognizing the Government at Moscow, the latter will get a new lease of life, and the whole edifice of French policy in Eastern Europe will have received a shock. For, last, but not least, Poland, the eastern bulwark of France, will be between two deadly and determined enemies."

There is a sharp divergence of opinion between sections of the British and French press. In London Lloyd George's action toward Soviet Russia, we are told, is applauded by Liberal, Conservative, and Labor journals. The Northcliffe organs criticize the Government for undertaking the negotiations and minimize the amount of material which Russia will be able to export. A British official appraisal of the adverse French criticism is found in Premier Lloyd George's statement in the House of Commons in which he said:

> "I am not aware that there is great perturbation in France. The mere fact that some French newspapers are trying to foment trouble between two friendly and allied countries, whose friendliness is essential in the interest of the world, is no proof of French perturbation."

Mr. Lloyd George also said in reply to a flood of insistent queries that there were certain questions Great Britain must have cleared out of the way before it would undertake negotiations at all. Russia must guarantee that there will be no attacks on British interests in the East or at home, Mr. Lloyd George declared, and must guarantee to release all British prisoners, whether civil or military. The British Premier related also that at San Remo the Supreme Council decided to authorize Allied representatives to meet Mr. Krassin and a Russian Trade Delegation, excepting Mr. Maxim Litvinov, in London, with a view to begin trade relations between Russia and other countries through the Russian cooperative movement and otherwise. The Premier said Mr. Krassin was the head of the delegation representing the Russian Cooperative Organizations, but he was also a minister of the Soviet Government, and as such no doubt was acting in the name and under the authority of the Soviet Government. In contrast to the animosity shown in France toward the proposed trade arrangements with Russia, we learn from Rome dispatches that the negotiations between Mr. Lloyd George and Mr. Krassin are claimed by supporters of the Nitti Cabinet as a success for the Italian Premier, who, "from the first, strongly upheld in his foreign policy the reestablishment of intercourse with Russia, without which it was impossible to restore the economic and social equilibrium of Europe."

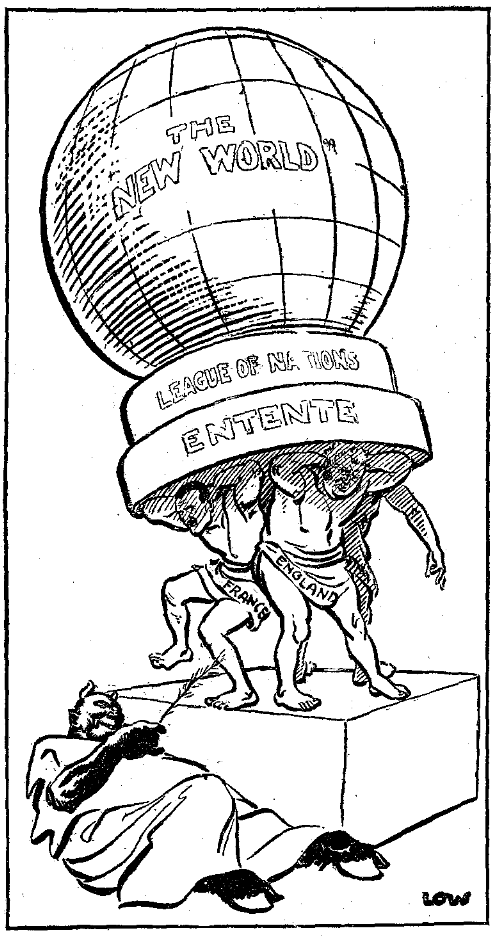
AMERICAN "INTERFERENCE" IN THE ORIENT

MOST JAPANESE WONDER whether America is not too meddlesome in oriental affairs, says the Tokyo *Taisho Nichi-nichi*, and its opinion is echoed by various other Japanese journals, which say bluntly the time has come when Americans should reshape their Asiatic policy so as to give to the principle of "the Orient for the Orientals" the same recognition they exact for the Monroe Doctrine. "Meddling" may be necessary if America is directly interested in the question at issue, but "she interferes too much in matters which are no concern of hers," according to the *Nichi-nichi*, which charges that America has been doing this "from the time when Mr. Hay, as American Secretary of State, proposed the policy of the open door and equal opportunity, to the time when America proposed the neutralization of the South Manchuria Railway." "What has America to do with the Shantung question?" this newspaper asks tartly, and adds that if the American attitude is due to the belief that Pacific problems will become world issues in the future, and that the establishment of American supremacy in China is necessary to the national development of America, then such an attitude "reveals too much contempt of the oriental races." The *Nichi-nichi* does not pretend to claim that America has nothing to do with the situation in China, but asks, "What is her interest as compared with that of Japan?" It tells us that some intelligent Chinese say: "Europeans and Americans make positive efforts to open up China's natural resources, but their sole concern is to promote their own interests. Japan's position toward China is entirely different from that of America and European countries. Japan can not do without forming economic relations with China. If China should fall, Japan's existence would be threatened." This is indeed true, remarks the *Nichi-nichi*, and adds:

> "But with regard to Chinese affairs America regards Japan in the same light as she regards herself and European countries. What would be the feeling of the Americans if we regarded our position toward Mexico as the same as that of America and interfered with the American policy in Mexico? Is it not wrong of America to consider that Japan stands toward China in the same relation as other foreign countries? Here will be found the fundamental reason why it is necessary that the oriental policy of America should be readjusted. This should be done first and foremost."

The *Nichi-nichi* makes haste to deny that all Americans and news agencies are engaged in anti-Japanese propaganda, nor does it believe that Americans who do instigate anti-Japanese agitation in China do so under instructions from their home Government, but it declares:

> "From our actual observations in various parts of China we know that the number of Americans who are actually engaging in anti-Japanese propaganda or who are supporting Chinese anti-Japanese agitations is so numerous that it is not impossible to wonder if the policy of the American Government is not deliberately to alienate China from Japan, to disturb the peace of the Orient, and thus to fish in troubled waters. We regret that such a surmise is not impossible."

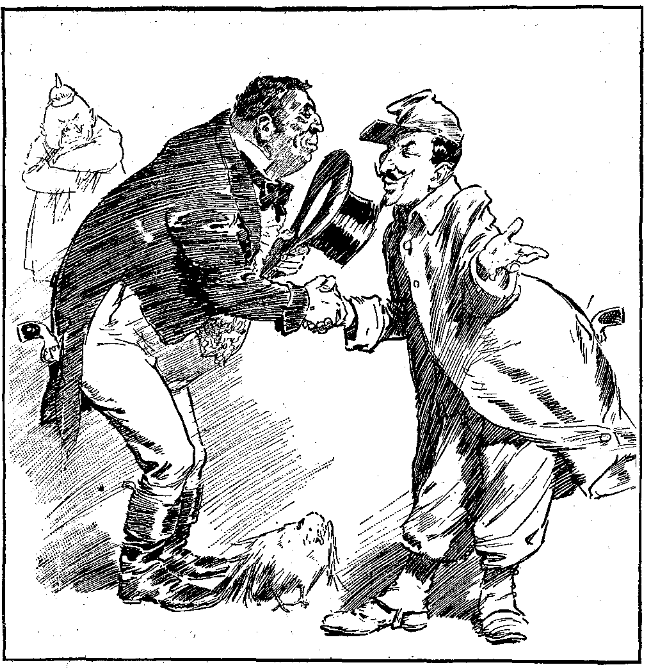


"TICKLE, TICKLE!"
—*The Star* (London).

FRENCH AFFECTION FOR AMERICA

ANTI-ENGLISH FEELING IN FRANCE over German and Russian problems has the notable accompaniment of a reviving regard for Americans, say observers of the French press. Pleasant articles about American tourists are replacing those which demanded that they be made to pay three prices for everything because of the unfavorable exchange-rate, Paris correspondents report, and they add that leading papers are giving large space to the welfare work of American organizations in Europe, and that important financial organs have had articles explaining why America is not able to lend any more money to Europe. It is hinted in some quarters that the French authorities are not discouraging this wave of renewed warmth toward America, and we are reminded that the most subtle French politicians have always wanted America in the League of Nations, "not only for the tremendous importance her presence would add to the League itself, but because they saw an opportunity of balancing America against England in certain contingencies." The fact of America's absence, on the other hand, "detracts from the importance of the League and adds to the probability of other machinery being used in diplomatic business." But to some the most impressive indication of the new frame of mind is evidenced in a long plea for closer Franco-American unity by ex-President Poincaré, who writes in the Paris *Matin* that "at the moment when we show so strongly to our Allies, England and Italy, our firm wish to remain attached to them, and when we consecrate to this end important sacrifices, we should not lose sight of the 'Associated Powers' who came to our aid from afar in the days of uncertainty, and we should not close our eyes to what is going on outside the frontiers of the Old World." Under the influence of political quarrels with which France has nothing to do, the United States finds itself to-day in a position toward France which is "singular and somewhat paradoxical," and he proceeds:

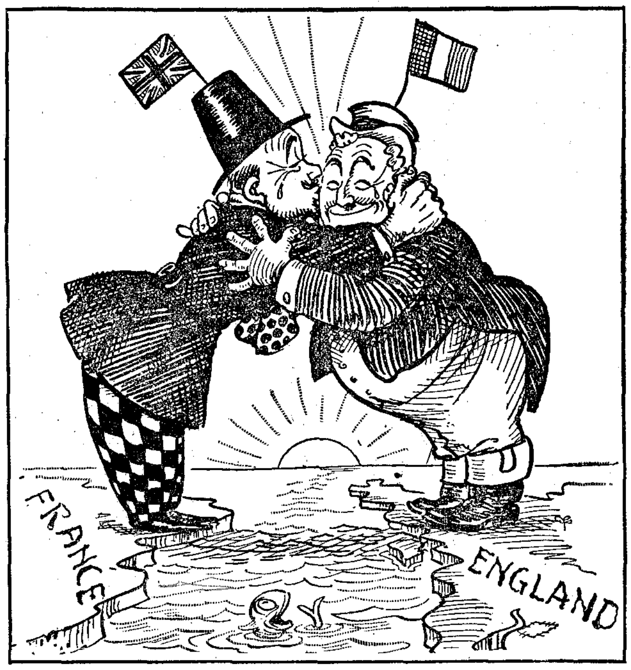
> "Using its constitutional right, the Senate has rejected the Treaty which was in great part the work of President Wilson; it has opposed the entry of America into the League of Nations; it has not ratified the promise of military assistance which was spontaneously made to France; it has sought always to avoid the clauses which were signed at Versailles and to make a separate peace with Germany.
>
> "The President has been led to respond to this attitude by an inflexible veto. The Senate and President remain intractable—so much so that, altho in accord as to putting an end to the state of war, they can not reach an agreement upon terms of peace, and consequently the war continues. It is fortunately a war which has the appearance of peace and which counts no victims. It does not even prevent American business in Germany nor German business in America.
>
> "Does this strange position of the United States mean that America has finished with us; that indifference has succeeded affection and enthusiasm? Not at all. Never has American opinion been more favorable to France than in the last few weeks. In the grave questions which interest our country—the disarmament of Germany, the occupation of Frankfort, the delivery of coal, reparations of our damages—almost all the great newspapers of the United States have warmly taken our side, and several have exprest themselves with severity upon the attitude



ANOTHER RECONCILIATION.

THE DOVE—"Any more of this peace business and I won't have a feather left."

—*The Bulletin* (Sydney, Australia).



And blessings on the falling out
That all the more endears,
When we fall out with those we love,
And kiss again with tears!—*Tennyson.*

—*Daily Express* (London).

THE ANGLO-FRENCH PASTIME OF FALLING OUT AND MAKING UP AGAIN.

which the British Government appeared to wish to adopt toward our claims.

"Simultaneously with these prodigious evidences of sympathy and this moral encouragement, American generosity does not cease its work, and a multitude of our welfare undertakings—orphanages, hospitals, and dispensaries—are still supplied by an uninterrupted flood of liberality and charitable gifts. The individual welfare enterprises which preceded the military and naval action of the United States did not cease with hostilities, but have extended themselves in the devastated regions. The flame which burned for us in the heart of America has not gone out. People do not change their sentiments so, they follow their instincts, which never deceive them, and when they are united by old traditions, by similarity of constitutions, and by a common thirst for liberty they will not allow political accidents to break the bonds which nature and history have formed between them."

No doubt certain misunderstandings existed just after the victory, the ex-President concedes, as he compares the Americans who had disembarked in Europe to the Crusaders in the Holy Land. They "experienced a certain disillusion on contact with realities." When they went home, some of the first ardor was dimmed, and some of them at least gave the impression of having had "an unhappy trip." But reflection has brought a more just appreciation of things, and he continues:

"The Americans know well that France was not in sympathy with some miserable merchants who exploited them, and France knows well that certain cases of lack of discipline in the American Army did not measure the spirit of America. On both sides there is a better understanding. . . . . .

"We are united by love; we are united by intellectual sympathy; we are united by mutual interests. Our love has not grown cold, our minds rest in accord, and our interests have not varied."

Mr. Poincaré makes reference then to the question of Armenia, and says that if the American Senate declined the "dangerous honor" of a mandate for that country, this decision is "not a signal of renunciation" by the United States of all interest in Europe and Asia, and he adds:

"The Monroe Doctrine has already fitted itself to new conditions. It will do so again, if necessary, to permit America to join herself more and more with the rest of the world. It is a fatality from which this great people can not escape.

"Certainly it is not the moment to say, 'Since America has gone home, let her stay there,' for she has not gone home, and it is folly to believe that we can in future remain separated from each other. . . . . .

"In several months America will choose the man she will place at the head of her Government for four years. Whoever he may be, he will be for us the chief of a people for whom we keep all our friendship. France is incapable of forgetting, and she does not take back her heart when once she has given it."

A TURK'S ONSLAUGHT ON TURKISH NATIONALISTS— All that the Allies have done in favor of Greece was to be expected, writes Ali Kemal Bey in the Constantinople Turkish daily *Peyan-Sabah*, for the "Nationalist forces" have "left nothing undone to rouse the civilized world against us." This writer cites the "useless and untimely incidents of Marash" as one capital guilt of the Nationalists, and he proceeds:

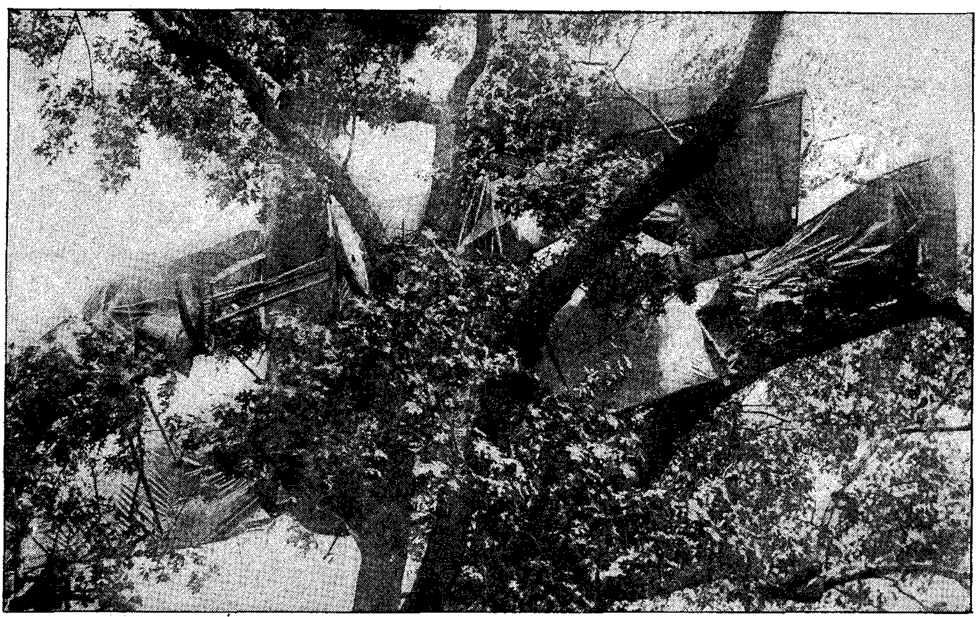
"We ask every thinking man with a conscience, to whatever party he belongs: Have the Nationalist forces saved Smyrna, or lost it entirely? If there had been any hope of saving Smyrna by fighting, would not even a grand vizier, as Ferid Pasha said when he resigned, have been proud to enroll as a private in such a rescuing army? But, alas! this was not to be. By trusting in a small army we shall but thrust the blade deeper into the breast of Anatolia. Yet the activities of the *millidjis* are not limited to this. They have, besides, so strained our relations with the great Powers that an enmity has arisen between us and them, and we are treated more severely by them. Public opinion in America has again turned against the Turks because the Marash events have made a very ugly impression there. And in the interior we are altogether destroyed; the atrocities and crimes committed—for example, Bozghir and Geunen—were not equaled even in the places taken by the Russians during the war. Only Constantinople is left us. If this head, this brain, is also separated from the body, let them burn and destroy all they will, it will do no good. . . . . .

"From the appearance of the Nationalist forces, the great Powers have, indeed, allowed the Greeks to send in to Smyrna supplementary forces, tho not to penetrate farther into the interior; but they have also made decisions favorable to us, as, for example, the limiting of the Greek occupation to the Smyrna *sanjak*, and the examining and remedying of the state of things brought about at that occupation. They have shown their good will toward the Greeks by giving them a large portion of Thrace despite the decisions made when the Bulgarian peace was arranged. This all was to be expected."

SCIENCE - AND - INVENTION

TWO YEARS OF THE AIR MAIL

THE AIR MAIL HAS COME TO STAY. Already it has greatly expedited mail deliveries throughout the country. Before long it will cover the distance from New York to Omaha by daylight and will span the continent in two days. A writer in *The Aerial Age Weekly* (New York, May 24) tells us that the second anniversary of the service occurred on May 15. Altho only three routes are in operation, they are so run in connection with mail trains that the saving in time effected applies not to the terminal point alone, but to large sections, embracing sometimes several States. The manner in which the problems involved have been solved and efficiency developed in the operation of the Aerial Mail service has put an end, we are told, to skepticism as to the practicability of aerial transportation and has greatly advanced the commercial utility of aviation. We read:



Courtesy of "The American Forestry Magazine." Copyrighted by the Ledger Photo Service.

WHEN A POSTAL AVIATOR LANDED IN A TREE AT CHESTER, PA., LAST YEAR.

"When the Aerial Mail service was established May 15, 1918, there was a division of opinion among authorities in aeronautics as to whether flying would be possible under adverse weather conditions. The Post-office Department has demonstrated by its daily service that the mail can be carried by airplane under all weather conditions, winter and summer.

"During the second year the postal airplanes covered a total mileage of 498,664, transporting a total of 538,734 pounds of mail. The average percentage of performance, including flights made under the most adverse conditions, was 87 per cent. for the entire year.

"The New York-Washington route operated daily with an efficiency of better than 90 per cent. Its success justifies the extension of the service from New York across the Allegheny mountains to Cleveland and Chicago, and the success of that undertaking resulted in Congress authorizing a daily round-trip aerial mail service during the coming fiscal year across the continent from New York to San Francisco.

"During the past winter, which has been the most severe in some time, the Aerial Mail operated successfully, advancing the mail practically all of the time from twelve to sixteen hours over the train time, had the trains arrived on schedule time. However, the train schedules between New York and Chicago were notoriously bad during the past winter months."

Economically, the writer says, the Aerial Mail has been justified signally. Not only has the cost of operations kept far below what its original supporters had anticipated, but, by reason of the operation of the service between Washington and New York, there has been a saving to the Government at the rate of $42,500 a year and a saving between New York and Chicago at a rate of more than $100,000 a year. In carrying first-class mail matter, which requires distribution on the trains, the Aerial Mail operates more cheaply than distributing cars wherever there is a large quantity of mail. He continues:

"Of all of the complex transportation problems the matter of mail transportation is the most complicated. In the case of the Aerial Mail, for instance, the route from New York to Washington is not for the purpose of advancing mail over train service from New York City to the city of Washington, but to insure the delivery of New England mail in the city of Washington in the afternoon instead of the following morning if it had come by train. This mail reached New York early in the morning by the night trains from New England, and in two and a half hours' flying time is set down in Washington. The result is that it is all delivered by the afternoon carriers. Flying from Washington to New York, however, there is a great gain in the receipt of letters in New York City from the entire South. Mail worked to carriers on trains is taken from the trains in Washington and delivered in New York City early that afternoon. Had the mail continued to New York by train it would not have reached there until after all carrier deliveries had ended and the letters would have been delivered the following day.

"In the movement of mail by airplane from New York to Chicago, the mail that is taken out of New York early in the morning for Chicago is not for the patrons of the Chicago office, but for the States of the West and the Middle West. This mail is taken off the plane at Cleveland and placed on board a train bound for Chicago, which insures catching earlier connections at Chicago for the West and Middle West. Such mail is almost invariably advanced sixteen hours to the persons addrest. At Cleveland the mail is taken off the train which left New York City at 5:30 o'clock the afternoon before, and which train would have reached Chicago too late for carrier deliveries, and is carried by airplane into Chicago in time to catch all of the carrier deliveries that afternoon in that city. The result is that the mail is delivered to the people of Chicago on the afternoon instead of the following morning. By this arrangement eight hundred pounds of mail a day, or more than thirty thousand letters, are expedited about sixteen hours in deliveries to the patrons; whereas if only Chicago city mail had been taken out of New York only four hundred pounds of mail could have been expedited. It means an expedition of thirty thousand letters sixteen hours, rather than the expedition of fifteen thousand letters from twenty to twenty-four hours."

Until the transcontinental route is established, the Chicago-Omaha route will be used only locally. When the New York-Frisco route starts, however, the Aerial Mail, which will leave New York at daybreak, will be in Omaha before sunset. Mail leaving New York Monday morning will arrive in San Francisco by nine o'clock Wednesday morning. We read further:

> "The Aerial Mail can be twelve hours behind its schedule from New York to San Francisco and still beat the train mail into the Golden Gate City by twenty hours if the train connection is made at Chicago, and by forty-four hours if that connection is missed.
>
> "This is only the beginning of commercial aviation in the United States. It is being accomplished with military planes, which are not adapted for commercial service. The work that has been done by the Post-office Department has received perhaps greater recognition in Europe than it has by the people of this country.
>
> "Foreign diplomatic representatives in this country have sent the fullest reports to their governments about the Aerial Mail operations and have exprest to the Post-office Department their heartfelt admiration of the service, its dependability and economy of operation. . . . . . .
>
> "The Aerial Mail has developed a staff of excellent aeronautical mechanics, the result of whose work is seen by the records of some of its pilots.
>
> "One notable instance of this kind was that of a pilot who in eight months made 106 trips with but a single forced landing due to mechanical trouble. On the Chicago-Cleveland Division in 1919, 205 consecutive trips of 325 miles each were made without a forced landing for any cause whatever. The Aerial Mail has come to New York from Washington and from Chicago in gales and snow-storms which tied up harbor shipping. It has arrived in Cleveland and in Chicago when it was the only means of transportation operative. During the recent tornado that passed over Ohio and Illinois, in which 103 persons were killed and the buildings in cities and villages wrecked, the Aerial Mail made its flight through that storm and arrived safely with the mail in Chicago.
>
> "In the two years' operation of the Aerial Mail Service only six pilots have lost their lives while transporting the mail.
>
> "Two years of the closest attention to every detail in the operation and development of the Aerial Mail service has demonstrated that it will supplement every present mode of transportation, but it will not for some years supplant them nor even cut into their operations to be felt as a financial factor. There is nothing in prospect, Second Assistant Postmaster-General Praeger says, that would justify any man in saying that the airplane soon will carry all of the mail or all of the passenger transportation of the country, but it will ever be a most effective aid in speeding up commerce and production through efficiently covering those operations of transportation requiring excessive speed at increased cost over existing media."

OIL FROM PEAT—Oil is being distilled in New Zealand from kauri-gum peat, or *pukau*, which is part of the soil of the buried kauri forest saturated with the oil of the tree. The first plant, we are told in *The Universal Engineer* (New York), began operation at Redhill recently. The writer adds the following interesting information:

> "The plant is built to turn out 4,500 gallons of oil per week, its fractions being motor spirit, a valuable solvent oil, a turpentine substitute, and paint and varnish oils. The process of extracting the oil, is very similar to distilling oil from shale. The cost of distillation is about the same, but the digging of the *pukau* from the swamp is infinitely cheaper than working a shale deposit, as *pukau* generally runs in layers four feet thick, having only one foot of overearth. At present *pukau* is sieved by hand, the small pieces of gum (known as nuts, chip, and seed gum) are saved and oil is extracted from the residue. A new machine will soon be installed for sieving the *pukau* and washing the gum, thus saving a great amount of labor. This will be a subsidiary branch of the oil-works. In the swamps large quantities of oil-soaked timber are found, which later will likewise be treated for oil.
>
> "It is claimed that the bark, limbs, and roots of the kauri-tree are capable of yielding 110 gallons per ton, richer than the *pukau* itself, and it is estimated that the best swamps carry five hundred tons of this oil-soaked timber. The supporters of this Redhill plant claim that the extracting of oil from *pukau* will become the most important industry in New Zealand, since there are thousands of acres of this swamp-land in the North Auckland province, and each acre contains many thousands of dollars' worth of oil."

PROHIBITION AS A SCIENTIFIC EXPERIMENT

A NEW VIEW OF PROHIBITION is taken by an editorial writer in *The Journal of Laboratory and Chemical Medicine* (St. Louis). He views it as the biggest physiologic and psychologic experiment ever made. Instead of rabbits and guinea-pigs, we are making this experiment on about 110,000,000 human beings. The writer warns his colleagues of the medical profession that they must not permit this great experiment, with all its side issues, to escape observation. In different localities different effects will be in evidence. No one thinks that everybody will immediately abstain altogether from alcoholic stimulants. In the cases of poisoning by wood-alcohol, we have a manifestation of the recklessness with which some people follow their tastes even when depraved and abnormal. The psychology shown here and elsewhere in this experiment is well worthy of study. The writer continues:

> "Up to the present time our observations have been confined largely to those who were most earnest in securing prohibition. It seems that, to the majority at least of those of this class, their success came rather unexpectedly. They had not dreamed that prohibition would be brought about so suddenly, and that the lid would be clamped down so tightly. Among our acquaintances many most estimable men and women belonging to this class, as soon as they saw that prohibition was likely to be a fact, rushed to centers of supply and bought, many of them at fabulous prices, small or large quantities of alcoholic drink. It seems that they had never really convinced themselves that under all conditions they could do without stimulation. They did not know how soon they would have influenza or something else for which whisky is reputed to be beneficial. It might be asked whether man has ever known or suffered from any ill in which belief in the beneficial action of alcohol has not been exprest, by some one at least. Years ago when alcohol was plentiful and when teetotalers were not so numerous, even the most devout prohibitionists believed that whisky was a good thing for snake-bites, stings of poisonous insects, for rheumatism, for bad colds, for malaria—in fact, for most of the ills that human flesh is heir to. It is difficult for us to shake off these old beliefs, and their continued influence upon us led the best of us to try to lay in a little stock before the possibility of getting alcoholic drinks was closed off entirely. We need not be afraid that our prohibition friends who have been laying in their supplies are going to be converted into drunkards. Nothing of this kind will happen. There is apparently innate in man a desire to possess that the possession of which is difficult. We dare say that a close search in the cellars and cupboards of many of our prohibition friends, both male and female, would disclose the hiding-places of bottles containing various kinds of liquid refreshment. These people have stored away these bottles, not with the intention of drinking their contents, but simply that they might have something which the ordinary individual does not possess, or, at least, has difficulty in securing.
>
> "We are sorry to see that the distribution of whisky is to be placed at the discretion of the medical profession. According to the latest reports, any doctor may under certain forms prescribe whisky, not more than eight or ten ounces every ten days, for any individual. Now the reputable physician is not going to have anything to do with this matter. It will fall, we predict, largely into the hands of the disreputable practitioner, and that it will be abused there can scarcely be any doubt. We are prohibitionists, but we do not believe that the 110,000,000, more or less, of our people are going suddenly to discontinue altogether the use of alcoholic beverages. If the movement now in force can be carried far enough to do away with the saloon and the excessive drinking which has characterized many classes, it will be a blessing. We are sure that the better class of physicians need no caution as to their prescription of alcohol. So far as we know, the medical profession as a whole has already repeatedly and plainly stated that alcohol in no form is an essential in the treatment of any disease.
>
> If physicians find that alcohol is essential or is even beneficial in the treatment of any disease, they should record the observations upon which their judgment is formed and should lay their conclusions before the profession. As we stated in the beginning, it is a physiologic and psychologic experiment on a great scale, and the reactions resulting from this experiment should be observed, recorded, and studied most thoroughly."

MORE ADVICE TO INVENTORS

"INVENTORS ARE SELDOM GOOD PRODUCERS," says R. V. Deane, writing in *The American Machinist* (New York). The average inventor, he says, is usually so interested in improving his invention, altho it may be commercially perfect, that he can not take the time to manufacture it economically. Mr. Deane was for ten years foreman of a jobbing shop that handled much work for inventors, "ranging from wire puzzles to automatic machines." The point that stands out most clearly in his mind is that the inventors who sold their inventions made a better thing of it than those who retained control of them. He has seen many inventions die a natural death, he says, because manufactured and marketed by a small concern without sufficient capital. Many small articles are worthless when made and sold independently, as selling expense eats up profit, whereas if marketed by a concern already manufacturing for the same trade they would have proved valuable. He continues:

"I have seen many men give the best years of their lives to trying to run a small business that did not pay, when they might have sold their invention at a good profit and have earned a good salary all the time. I recall a young electrical engineer who worked up an invention in his spare time. It was two or three years before he disposed of his patent, but when he did he got enough to set himself up as a consulting engineer, which business he has conducted successfully ever since. I also believe that he patented several articles which he has sold at a good profit.

"I might also tell you of a case which happened long before my time: Two men had a small shop doing a good and profitable business with the textile trade. One of these men invented a new spindle of exceptional merit. A large manufacturer offered them a price which would have kept them on Easy Street the rest of their lives, but they refused and the large concern fought the patent until the small shop was forced into bankruptcy. The partners lost every dollar they had in the world, the patent included.

"In contrast to these cases I knew another inventor who got up a small article and started to manufacture in a small way at home, at the same time keeping at his regular employment. His home business gradually increased until after a few years he gave up his regular employment and at present conducts a very successful business, recently putting up a modern factory building to house it.

"On the whole I believe it to be the best policy for the inventor to sell his patent if he has a good offer, and devote the proceeds to other inventions, this being more in his line than trying to run a manufacturing business.

"Once an old fellow came into the shop who wanted us to make some kind of a wire contraption the purpose of which he would not tell. He was unwilling to pay over twenty-five cents for it, but he stated that he was going to want millions of the article, and if we made him one we could make the millions. We decided that the job was worth fifty cents, and he went away, sure that we had turned down the chance of a lifetime, altho he had only a quarter's worth of confidence in it himself. . . . . . .

"Another bit of advice for inventors who are making their own models but are not well informed as to where to get different materials, etc., is to get advice from some one who does know. This is brought to mind by the case of an inventor who spent most of his spare time for ten years making a small model of an automatic machine for working wood. He was foreman of a plant where there was an urgent need for such a machine, but the owner of the shop was at the same time working up another machine for the same purpose but along different lines, and had his machine in operation several years before our inventor had finished his model.

"This model, considering the conditions under which it was made and that the man who made it was not a machinist, was the finest piece of work I ever saw, and would actually do, on a miniature scale, the work required of the machine. He had made racks and gears by cutting the teeth with a file with remarkable accuracy, but at a great expense of time. The concern he worked for changed hands before he was through and they built several machines of the other type.

"At this time I was asked to redesign and build a full-sized machine, which I did. Mechanically it was very successful and in many ways superior to the other machines, but to the best of my recollection the company could not be induced to discard the other machines and build new ones and at the same time pay him for his idea. I do not believe he ever received a dollar for all his work.

"If this man had known where to buy parts which would have cost very little and have hired work done which he could not do to advantage himself, I thoroughly believe that he would have saved several years' time and that his machine would have been adopted in preference to the other, and he would have been paid a good price for it. This man was financially able to have carried out such a plan.

"My final advice to an inventor is to carry his experiments and patent proceedings to a close as soon as possible, for if there is a real demand for his idea others are probably thinking along the same lines that he is."

EQUAL PRODUCTION IN LESS TIME

WORKMEN IN A CLEVELAND FACTORY have been for some time turning out the same amount of product in nine hours per day that they did formerly in ten; and the hours are now to be further reduced to eight on the guaranty of the men that there will still be no reduction in output. This interesting test of comparative production is being made by the American Multigraph Company. During and after the war-period this company operated its plant on a ten-hour schedule. Last November the hours of work were reduced to nine, and the company found that its employees did as much work in nine hours as in ten, and that it had lowered its production costs on some items when operating on a shorter schedule. Says a contributor to *The Iron Age* (New York):

"Recently the employees through their congress asked that the work-day be reduced to eight hours and a shorter day was approved by the senate, composed of officers of the company and heads of departments. The men through their congress guaranteed that production under the eight-hour day would equal that set for ten hours, and have agreed to go back to nine hours at the same daily wage if after a six-months' test records show that production is not up to the guaranteed mark.

"The company agreed to the plan because its policy is to pay for production and not for hours of work, even tho a large share of its employees are still working at a day-rate. One factor that led the company to agree to a further reduction in the working hours without a change in its day-rate was the excellent showing the employees have made while working nine hours. Comparing production under a nine-hour day in 1920 with a ten-hour day in 1914, the company found that, taking twenty-five principal products as a basis, its employees produced these products in 31 per cent. less time during the shorter working-day. The improvement in production is attributed entirely to greater efficiency on the part of the men, and no part of it is credited to any change or improvement in manufacturing process. It will be noted that the comparisons are made with a prewar period of 1914, and before the period of industrial unrest that has resulted in a noticeable slackening in work in many plants, and that the standards for work set for 1914 will be used as a basis for determining whether the employees make good on their guaranty to do as much work in eight hours as they formerly did in ten hours.

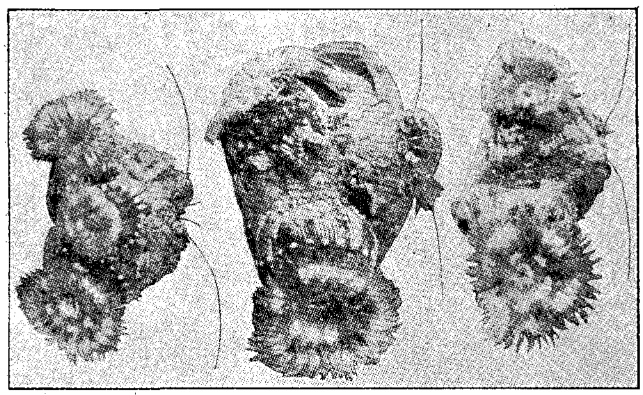
"The eight-hour day was put in effect May 10 and records of operation will be compiled every month during the six-month test period. The working hours will be from 7:30 A.M. to 4 P.M., except on Saturday when the plant will close at noon. Piece-work rates will be unchanged. Piece-workers working overtime will be paid time and a half of their day-rate for the time lost because of the lunch period. However, no lunch-time will be allowed until the overtime has amounted to two hours in excess of the regular day. The night force will stay on a ten-hour schedule, but their hourly rate will be changed to agree with the new hourly rate of the day employees and a 20 per cent. bonus for night work will still be paid. Time and a half will be allowed for overtime over eight hours and for Saturday afternoon. However, overtime work is first to be taken up with a joint committee of the senate and congress before being authorized, this giving the committee a chance to determine whether overtime is necessary because the men are not keeping up production or for other reasons."

THE HERMIT-CRAB'S LITTLE FRIEND

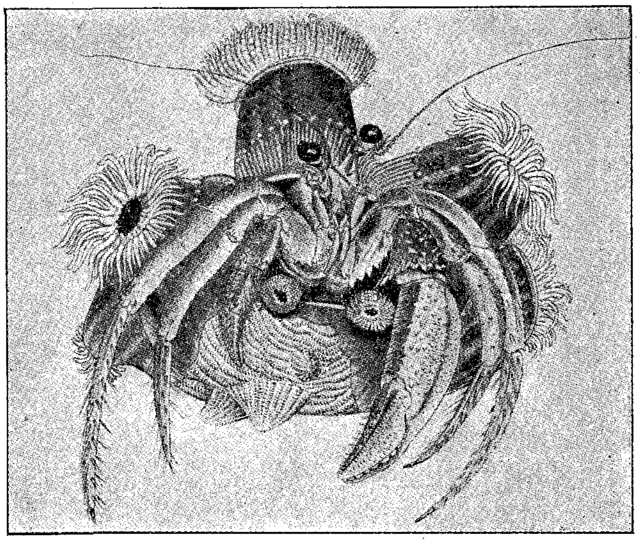
HERMIT-CRABS inhabit the vacant shells of mollusks. Sea-anemones are frequently attached to these shells. As the crabs grow, they move from smaller to larger shells, and when these changes occur, they have been seen to remove the anemones from the old shell and transplant them to the new, altho this requires considerable strength and skill. When this action was first reported it was received with some skepticism. It is mentioned in text-books of zoology, but usually with implied doubt. Observations in the zoological laboratory of Johns Hopkins University, made by R. P. Cowles and communicated by him to the National Academy of Science, which prints the report in its *Proceedings* (Baltimore, May), leave no doubt on the subject. These observations were made on two species of hermit-crabs, or Pagurus, from the Philippines. It seems likely that the anemones are useful in some way to the crabs and that the transplantation is performed in obedience to some inherited impulse that is beneficial to the race. We read of the Johns Hopkins experiments:

"A hermit inhabiting a shell bearing two large sea-anemones on the upper surface and a small one in the mouth of the shell was placed in an aquarium containing a clean, empty Dolium shell of a larger size than the one in use. The hermit began to examine the new shell almost immediately, put its pincers and some of its legs inside of the shell, and remained in this position for a considerable length of time. Occasionally the pincers were moved about and were used apparently to examine the outside of the shell. Then, suddenly, the abdomen was inserted into the new shell and the hermit without moving away grasped one of the large anemones, clawing, pinching, and pulling it. The anemone, instead of contracting, as it would if disturbed by the observer, remained expanded even tho the mauling it received was really very strenuous and altho it was frequently jammed up against the newly occupied shell. After these movements had continued at least for ten minutes the base of the anemone began to loosen in several places. Instead of completing its work at once the hermit began to pinch and claw the other large anemone, which withdrew its tentacles, soon however protruding them again.

"Then suddenly the hermit left the second anemone, picked off the small white one and applied it at the mouth of the new shell almost directly under its own head, where it soon became firmly attached. The crab now attacked again one of the large anemones, removed it easily, turned it round and round between its legs and pincers, and finally pushed the base against the side of the new shell. It failed to become attached, slipt down on the hermit's legs, stuck to them for a moment, dropt off, and finally attached itself on the glass bottom of the aquarium. Again the hermit-crab seemed to lose interest in the anemone on which it was working and began tugging, pinching, and scratching the only remaining anemone attached to its old shell. After a long period of handling and some little prying up of the edges of the base of the anemone, during which time the tentacles contracted completely, the anemone suddenly slipt off, apparently of its own accord. (Strange as it may appear, the crab seems never to cause any injury altho the base of the anemone is very thin and when taken off by man is easily torn.) The hermit now caught the anemone which had just slipt off, rolled it round and round for a few seconds, and then with the aid of the hind legs applied the tentacle side against the shell. Again the anemone slipt off and was disregarded for a moment while the hermit picked up the other anemone. Still holding the latter, it lifted up the one that had just slipt off and rolled them both around for some little time. Finally one became attached to the side of the shell by one edge of the base and was left to shift for itself. The other was passed up to the opposite side of the shell with the aid of the posterior legs of the hermit, and soon both anemones became firmly attached with their tentacles beautifully expanded. While the actions of this hermit-crab were not nearly so accurate as those of some others I have observed, yet like all of them it showed a constant and hurried activity which seemed to indicate that some inherited nervous condition existed which was directing its actions. Furthermore, during the time in which this remarkable behavior was taking place the hermit-crab, altho at other times reacting quickly to movements outside of the aquarium, showed almost no reaction to the stimuli which are ordinarily produced by people passing or moving in front of the aquarium. This account describes a single series of observations, but several other series were made in which the behavior was similar.



HERMIT-CRABS WITH SEA-ANEMONES ATTACHED TO THE SHELLS.



HERMIT-CRAB CARRYING LARGE AND SMALL SEA-ANEMONES ON ITS SHELL.

"It seems probable that the anemones become associated with the hermit-crabs very early in life, and that possibly they become attached in larval life to mollusk shells inhabited by hermits.

"While the anemones are undoubtedly benefited by their association with the hermit-crabs, since the latter lead a wandering life in heavy growths of eel-grass which harbor many small organisms, and while they may often take morsels from decaying animals upon which the hermits feed, the writer has never seen the hermits transfer pieces of food to the sea-anemones as has been described by one investigator.

"In the absence of any experimental work on these animals it can not be proved that the sea-anemone affords any protection for the hermit, but it seems probable that stinging cells of the former would prevent the hermits being eaten by fishes.

"We can not believe that the hermit-crab during its lifetime has learned by experience that it derives any advantage from transplanting the sea-anemone, altho we know that crabs in general do profit by experience; and yet assuming that the remarkable behavior of the hermit is due to instinct, that is, to an 'inherited combination of reflexes' which have been so brought together by the nervous system that the behavior has become fixt and adaptive in the species, it is extremely difficult to conceive how it has come about."

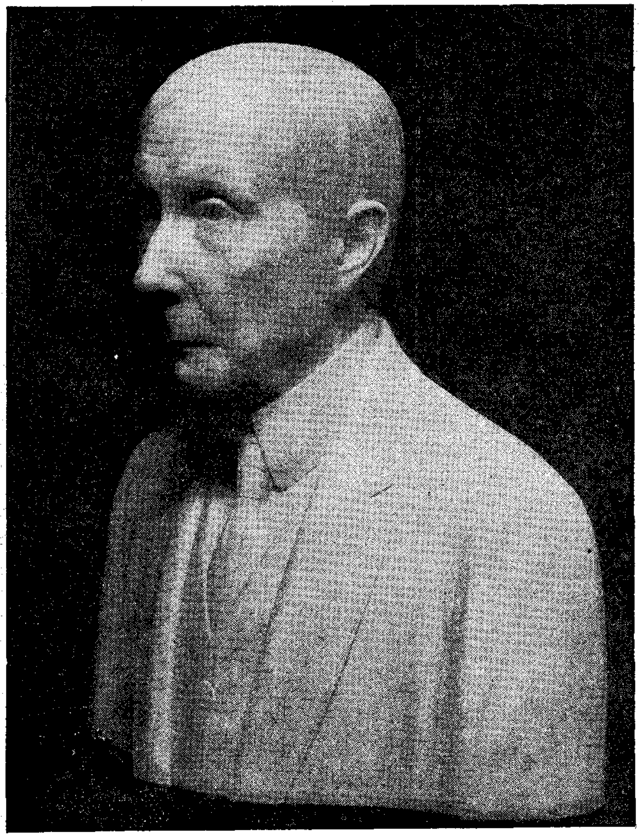
DEPARTMENT OF SCIENCE AND INVENTION CONTINUED ON PAGE 108

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

MR. ROCKEFELLER IN ART

NEARLY EVERYBODY HAS AN OPINION of Mr. Rockefeller; the public prints have offered up every shade of view of this commanding personality in business and philanthropy. Some of these have not been pleasant for a sensitive man to read, and Mr. Rockefeller's sensitiveness may be judged by the fact that for years he avoided the interviewer and the photographer like the plague. Then a change of feeling resulted in a wave of publicity in print and picture. The portraits of him printed by the newspapers, particularly those termed "yellow," have never shown much "idealism," says a writer signing only the initials "G. P. B." in *Arts and Decoration* (New York). Now, however, a real portraitist has undertaken the task, and the result, in this writer's view, is "probably the most important portrait produced by an American in the last decade." Paul Manship is the artist, and his work is after the manner peculiar to himself. This portrait, we are assured, is—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AN "ARTLESS REPRODUCTION" OF MR. ROCKEFELLER.

This carven likeness by Paul Manship is declared "the most important portrait produced by an American in the last decade."

> "Certainly the most important one in sculpture, even tho it can not, strictly speaking, be called sculpture at all. In marble it has few of the qualities of marble, for it is rather as tho it had been chiseled in ivory, and it has none of the weight of the stone and no suggestion of its massiveness. This, however, is true of everything from Manship's studio. He is a meticulous craftsman. His work will invariably suggest the jeweler's art before the sculptor's. His mind is probably imbued with the same conscientiousness in the face of detail as the bookkeeper's. But we have known him, until this portrait, as an archeologist who could employ the fruit of his researches in ways evanescent and whimsical. Nothing of this spirit in the Rockefeller portrait. It is, almost, an artless reproduction of the model.. But it has grace which belies that and a textual quality which would also show that the artist, suddenly become a very accurate copyist, was not entirely submerged by his methodical conscience. A great many things have been read into this portrait. A great many things will be. The subject, without question, is one of the most interesting of the day and one, moreover, in which everybody must feel considerable interest, and which everybody, the exceptions are mitigable, will face or balance with an *a priori* conviction. Not much love has been laid at the feet of Mr. Rockefeller; some admiration, perhaps, but even this within limits. His portrait has been painted over and over for us or for the public by those yellow newspapers who sometimes trade upon the envy or covetousness of the thoughtless. The painters of those portraits have never been idealists. They are of those who, recognizing the popularity of the story of Jack and the Beanstalk, continually build similar ones in which they are wont to draw the public as *Jack*. In this story it will be remembered that when *Jack* steals from the sleeping giant, he takes, undoubtedly for the sake of public morality, only that which is really his, his by inheritance and right, his property which has been misappropriated. Mr. Manship must have read some of these stories. But when he modeled this portrait he very evidently did not have the public in mind. And he, very evidently, was not overpowered by the giant who sat for him, not any more, certainly, than Whistler was by Carlyle. And while Whistler may have approached his subject conceptionally, rather than perceptionally, there can be no doubt that Manship did nothing of the kind."

But this portrait of Mr. Rockefeller "has no philosophical, political, or social bias. It is not even empirical—there are no deductions arrived at from the facts." On the contrary, Mr. Manship seems to have the uncanny detachment of Nature herself, and says: "Here is my subject, make what you can of me." Of "facts," G. P. B. finds "a multiplicity":

> "There are enough to prove the theory entertained by the friend and the enemy. All the facts are here for the use of the phrenologist. The poet summing them up on a romantic scale may discover a prophet; the Baptist, a God-fearing man; and the yellow journalist, the mightiest of the modern giants. As for the writer, he may see here a man who, in the balance of the scales, finds that his past is quite a little weightier than his present."

Just as an offset to Mr. Manship's realism we quote from the New York *Evening Post* a statement of Mr. George Grey Barnard's idea for a group to be called the "Birth of Eve," to figure as a fountain in Mr. Rockefeller's garden:

> "As the sketch model indicates, Eve rises at the recumbent figure's side, her station in the composition central rather than dominant. Her attitude expresses the moment captured—a creature hardly yet aware of itself and faintly shrinking, while rising lightly like smoke from a small fire in still air. The background of cloudy forms which fills the arched shell niche behind her and high in which appear a traditional visage and hand of the Creator, promises to invest her modeled from a well-formed, well-set-up youth, so that the arms and shoulders and the taut back-curving leg are elements of considerable bulk; this disposition of weight is hardly less important to the eye than to the marble. The general quality of the noble figure is one of drowsy, all but stupendous calm. In this respect again the moment of the theme is happily chosen to fit the gushing sounds of water that will issue from under the youthful Adam's resting-place and pour into a semicircular pool in front."

PLAYS OF "CENTURY" RUNS

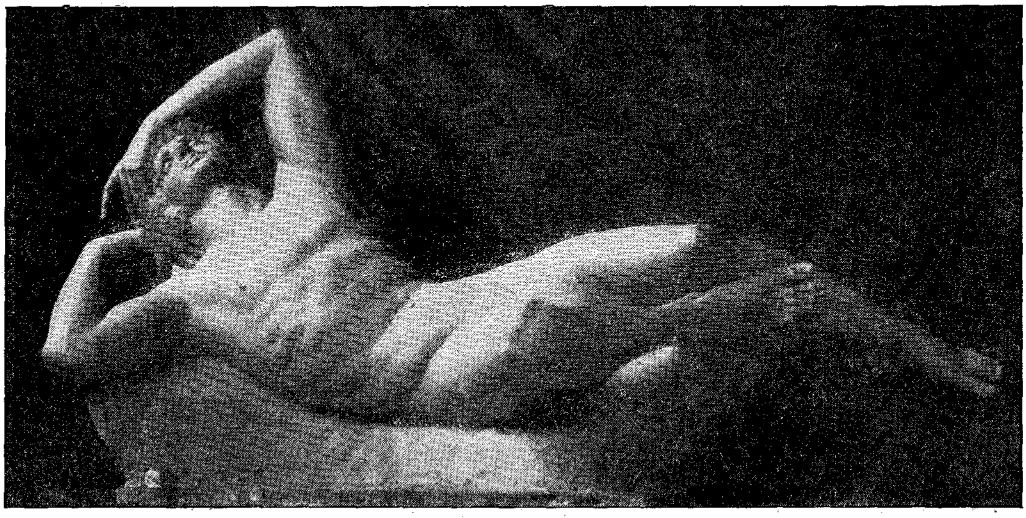
THOUSANDS, IF NOT TENS OF THOUSANDS, of our readers who have seen the plays of the past season in New York doubtless have an estimate of the merits of each one that has held their attention through an evening, and will be interested to see how their judgment measures with the facts of a play's popular success. The New York *Times* supplies the facts, and also points out the startling change in conditions that has come over the dramatic world of to-day. Whether plays are better or worse doesn't enter into the determination of these facts; the unavoidable deduction seems to be that people will see plays in spite of the movies, and that they will see them in greater quantities than ever before. "Only a decade ago," says *The Times* editorially, "a 'century' run was little short of phenomenal." To make a play last in New York so that its road tour might advertise, "Over one hundred nights on Broadway," the profits were often entirely eaten up. "To-day one hundred performances is the minimum of success; 'the play which falls below this figure has been a failure.'" The conditions of historic "long runs" seem like foolishness to-day:

"For many years the run of Maude Adams in 'The Little Minister' stood as a record. When 'Peg o' My Heart' was approaching it, spring came and the author took counsel as to whether to try to extend the run through the second summer. He was advised by all means to do so. Even then the size of the new public was making itself felt. There is a population of some six millions centering in New York and in addition a constant stream of hotel transients, many or most of whom keep in touch with the world of Broadway. . . . During the past season a full dozen of productions have had between two and three hundred performances, many of which are still in the full tide of success. Three have passed the three-hundredth mark and one scored 452 performances. Some of these, to be sure, were musical pieces, and so not strictly within the reckoning; but a full proportion of them were dramatic, and plays of high quality. 'The Famous Mrs. Fair' has had 183 performances; 'Abraham Lincoln,' 193; and 'Clarence,' 300—and all are to continue indefinitely."

Whatever the theatergoer from afar, taking account of his New York vacation, may think of the plays he suffered or enjoyed, *The Times* is optimistic about this flood of popularity as a gage to the quality of the drama. It has "more of good in it and far less of evil," we are assured, "than might have been expected." For—

"Magazine editors have long known that a circulation of hundreds of thousands is no bar to a certain form of even the highest excellence—Kipling, if not Galsworthy, Stevenson, if not Conrad. A similar condition no doubt exists in the theater, tho the limitations upon excellence have been little in evidence during the past season. Few plays have been more subtle in characterization and humor than 'Clarence,' more reserved and exalted in feeling than 'Abraham Lincoln.' 'Jane Clegg' with 112 performances and 'Beyond the Horizon' with 111 are far from the end of their runs, yet both are works of the most uncompromisingly artistic realism, the one distinctly 'unpleasant' and the other intensely tragic. Doubtless there are still limitations upon the range of the good things that are possible, yet even the public that once so sparsely attended Ibsen seems vastly upon the increase."

The statistical record of the season of 1919-20 which *The Times* publishes in its issue of May 30 ends, of course, with the Saturday preceding. Many in the list of 145 will increase their record. After deducting eight of these, which were produced for matinées only or were second engagements, there is left the formidable list of 137 new productions offered for a city's amusement. *The Times's* list would be too long for our pages, so we have reproduced here only those which exceed one hundred performances or fall below ten. The latter are left to keep the company of the one enjoying the dubious honor of the shortest run. Fairness would seem to demand mention of a few nearly reaching the goal, like "Moonlight and Honeysuckle" (97); "Cæsar's Wife" (81); "Mamma's Affair" (98); "Sacred and Profane Love" (88). "What's in a Name" had achieved 87, and still runs. Merely for purposes of reflection it might be added that a revival of "Hamlet" and a play on the theme of "George Washington" ran each sixteen times. The list, abbreviated, follows:



MR. ROCKEFELLER'S "PAGAN ADAM,"

Carved by George Grey Barnard to form a part of the group to be called "The Creation of Eve," designed for the oil king's garden at Pocantico Hills.

"In the list below a parenthetical *R* is used to distinguish revivals and second engagements, and a *C* in cases where the attraction is still on the boards. In cases where the end of a run has been announced, the figures are inclusive of the announced period. In all other instances the figures given are those of the number of performances up to and including those of last night:

Ziegfeld Follies of 1919	171
At 9:45	139
The Greenwich Village Follies	232
The Crimson Alibi	151
A Voice in the Dark	134
The Red Dawn	5
Happy Days	452
Nightie Night	154
Scandal (*C*)	318
Civilian Clothes	150
Adam and Eva	312
Clarence (*C*)	300
The Jest (*R*)	179
Roly-Boly Eyes	100
The Gold Diggers (*C*)	282
The Storm (*C*)	282
Déclassée	257
The Girl in the Limousine	137
Apple Blossoms	236
Too Many Husbands	102
The Little Whopper	224
His Honor Abe Potash	215
The Passing Show of 1919	280
Buddies (*C*)	259
The Magic Melody	143
Wedding Bells	168
Irene (*C*)	228
The Son-Daughter (*C*)	223
Aphrodite	148
One Night in Rome	107
My Lady Friends (*C*)	214
The Phantom Legion	5
Monsieur Beaucaire	143
Abraham Lincoln (*C*)	193
The Sign on the Door (*C*)	187
The Famous Mrs. Fair	183
Smilin' Through	175
The Purple Mask	139
The Acquittal	138
The Passion Flower	144
As You Were (*C*)	143
The Night Boat (*C*)	148
My Golden Girl	105
Beyond the Horizon (*C*)	111
Shavings (*C*)	122
The Tragedy of Nan	4
The Wonderful Thing (*C*)	120
Jane Clegg (*C*)	112
The Hottentot (*C*)	113
Musk	9
Florodora (*R* and *C*)	64

"The honor of the shortest run of the year is shared by 'The Red Dawn' and 'The Phantom Legion,' each of which endured for five performances. It is probable, however, that the distinction should go to 'The Red Dawn,' since it scored its sensational failure at a time when the actors' strike had closed nearly all competition. On the other hand, 'The Red Dawn' was perhaps helped to failure by the indorsement of several prominent politicians, so it is fair to call it a drawn battle.

THE INDIAN WOMAN'S STRUGGLE FOR EDUCATION

INDIA, LIKE CHINA, seems agitated over the cause of women's education, but in India the problem wears a more backward aspect. Recently we showed that it was coeducation that troubled the Chinese educational mind; but we find from Indian sources that it is any form of education for women that challenges the interest of China's southern neighbor. Here the question is sadly mixed with politics, and the progressive parties that seek home rule for the country are apparently no more eager to espouse so progressive an idea as education for women than were the leaders of the old régime. As the matter is put in *The Servant of India* (Poona), the organ of the society founded by the late Gopal Krishna Gokhalé to infuse a new spirit of self-sacrifice and devotion into Indian public life, and since his death ably carried on by his friend and successor, Mr. S. Srinivasa Sastri, one of the clear-visioned leaders of modern India, there is a distinct rebuke to the Liberals:

DORMITORY LIFE OF INDIAN STUDENTS.

The Mahila Asrama, which is now being converted into the Indian women's university, thus provides for study hours.

> "We have been blaming the Government for their laxity for so many years. Are we to be found wanting when tried in the furnace of responsibility? The eyes of the world are upon us. We have been talking big before the Labor party in England, about what we shall do under the régime of home rule and have been condemning the bureaucracy for their sins of commission and omission; and perhaps the biggest item in the latter class has been the remissness in the cause of education. Are we to confirm our . . . opponents' taunt that the Brahman bureaucracy will be equally remiss when the cause of the backward classes and of women is concerned?"

These words were inspired by the battle royal over the question of compelling girls to acquire elementary education that has been recently raging at Poona, the erstwhile capital of the Brahman Paishwa, which continues to be the stronghold of the Brahman. Strange to say, in this battle the political extremist—who styles himself the nationalist—is found ranged on the side of reaction, whereas the moderate—who glories in the title of Liberal—is lined up with the progressives. The immediate cause of the fracas is a motion introduced into the Poona municipality asking that municipality to make elementary education compulsory. The nationalists are fighting shy of extending compulsion to girls, while the Liberals insist upon it. To quote the Poona paper:

> "There is a small party which, while doing lip-service to the principle of free and compulsory education, is against levying the increased taxation necessary for the purpose. . . . . .
>
> "There is another party, containing almost all the members of the municipality, professing the extremist view of politics, which is prepared to extend the principle to boys only and wants to postpone the question of girls' education until such time as the finances of the municipality would permit its being introduced. They always read a long lecture on the unsatisfactory financial position of the municipality caused by the expenses incurred on the drainage scheme, by the increasing needs of sanitation, etc. If this plea were really valid, how are they prepared to 'suck the blood of the taxpayer,' to use their own words, at least to the tune of 50,000 rupees ($16,666), which they show a readiness to do to provide for boys' compulsory education? The truth of the matter seems to be that they are at best lukewarm on the question of girls' education, and some may be decidedly opposed to it in their hearts. One of their protagonists, Mr. N. C. Kelkar, says that in all countries boys' education has had precedence of girls' education, and that no harm would be done by waiting (for girls' education). . . . . .
>
> "The third party is keen on the subject and wants to have the act applied to both boys and girls simultaneously and will not make a so-called compromise, as they are afraid, and from the notoriously reactionary views of most of their opponents they are justified in their apprehension, that once it is applied to boys the question of girls' education will be deferred not for a year or two merely, but to the Greek Calends. This party is prepared to risk the half-measure proposed by the others, as they are convinced that time is with them and that if they agree to throw away the powerful lever of boys' education, the second part will be indefinitely postponed."

The most remarkable feature of the social convulsion is the attitude taken by women in Poona. Even a daughter of one of the prominent obscurantist leaders (Mr. N. C. Kelkar) did not hesitate vigorously to protest against the short-sighted policy adopted by them at a meeting held at Kirloskar theater. Two or three days later a scene occurred in Poona unlike any that that city had witnessed in its long, checkered history. The following telegraphic account that appeared in many Indian papers gives an interesting insight into the social revolution that is taking place in India:

> "On Friday some two thousand Indian women—Brahmans, Mahrattas, Untouchables, and Christians—marched to the municipal office at Poona, where the question of compulsory primary education was being discust. They carried flags on which were inserted mottoes advocating the spread of female education and the elevation of the social status of women. A large banner declared that to postpone the education of girls for three years is to postpone home rule for thirty. There was music all the way."

This fight at Poona is symptomatic of the social struggle that is going on all over India. The progressive party in that city is naturally anxious to see the cause of women's education triumph. That party can point, with justifiable pride, to the women's university at Poona—the only university for women in any part of India.

MR. HOWELLS IN ENGLAND

Unlike Henry James, Mr. Howells can not be called an "international." He enjoyed a "boom" in England some thirty years ago, as the notices appearing in recent English papers testify; but they also show that his day has passed away there. The Manchester *Guardian* draws an interesting contrast between the fortunes of Mr. Howells and Henry James in England. During the nineties Henry James's "English public was a tiny one"; but "the admirable enterprise of an Edinburgh publisher made a dozen or so of Howells's novels known to a comparatively large number of our countrymen." Now the tables are so turned that, in the *Guardian's* phrase, "many among us have had our interest in Howells reawakened by the brilliant letters in which, at different periods, his friend and so different rival Henry James paid tribute to a fine intelligence and a sound man of letters."

To the same source is credit given by *The Athenæum* (London), which is so dim on the mere facts of Mr. Howells's history as to go quite wrong on the statement of his editorial experience. We read:

"Nothing could give a clearer or more sympathetically critical estimate of his personality and character than the many letters addrest to him on questions of literary importance by Henry James. Howells was, from the beginning of his career, a convinced believer in an American national literature; and his writings, facile, polished, and of an equable excellence, amounting to little less than a hundred volumes, are the expression of this conviction. His novels deal exclusively with American life, tho doubtless he would be held by many to have been concerned chiefly with the superficies of it. His pleasant, easy-flowing narratives had a period of great popularity here in England about a generation ago, and rows of the handy little volumes can still be found in the placid backwaters of country-house libraries.

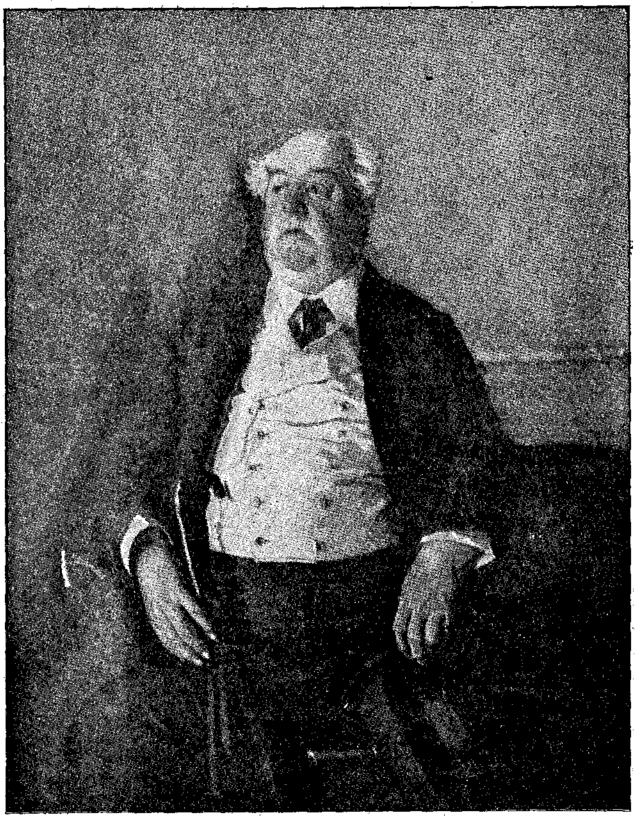
"Subsequently, however, it was as editor of the *Atlantic Monthly* and *Harper's Magazine* that he was chiefly remembered in England. His editorial columns were devoted to criticism of the causerie kind, which had a considerable appeal on both sides of the Atlantic. But in criticism, as in fiction, he was distinguished by suavity rather than penetration. In consequence of this he holds a higher place in American literature than in English. His very devotion to the ideal of an American national literature eminently fitted him to uphold the tradition of the common language during a period in which there was incessant danger of invasion by dialect and slang. His known convictions as a literary nationalist, whereby he was definitely distinguished from his more famous friend and contemporary, Henry James, lent persuasiveness to his judgments."

The London *Times* prints a long biographical notice of the American novelist, tending to show that Mr. Howells was better for us than for the world at large:

"It is, again, for the pleasure of his style that readers who made acquaintance with his novels some thirty years ago (at the time of what might be described as their 'boom' in England) are most likely to turn back to them now. Mr. Howells was the first and the most distinctively American novelist that has yet appeared—Mrs. Atherton, Mr. G. W. Cable, Mrs. Mary Wilkins-Freeman, Mr. Owen Wister, all came after him. If he introduces a character other than American, it is as a foil to the good qualities of his Americans. And both in his lightest love-stories, like 'A Chance Acquaintance' or 'Out of the Question' (for the latter is really a novel, tho written in dialog), and in his stronger works, such as 'A Foregone Conclusion,' with its American conventionalists, or 'The Rise of Silas Lapham,' with its American self-made millionaire, or 'A Modern Instance,' with its American rogue, he has worked to the profit of life and letters a field that he was practically the first to till. But, in spite of the closeness and variety of his observation, and the almost unfailing skill of his style, his men are a little too empty, his many charming women a little too prettily feminine, to attract the reader's profound attention; his fiction as a whole was too superficial, and too deficient in any reading of life, to place him in the front rank of novelists or even to attain altogether that 'artistic' quality which he held to be the novelist's only proper aim."

SAD STORY OF "ROAST BEEF"

O. Henry's fame in England has reached such a stage that he is treated as a familiar norm for judging complications of real life or phases of character. The Manchester *Guardian* refers to the original of the famous picture in this year's Royal Academy, "Mr. Minney," to which we alluded last week, as an "O. Henry character." It further notes that real life "has a way of creeping up on the inventions of authors as soon as they reach a collected edition." Mr. Minney's story may or may not be read into his portrait. His fate can hardly be symbolized as "Roast Beef of Old England," as his portrait is humorously dubbed:



THE PICTURE OF THE YEAR.

Making people say, "He looks as if he knew all about good dinners"—but his real story was different.

"One of the few pictures in the present Royal Academy that interested experts and the public is a portrait of a fat man with an umbrella in one hand and a hat in the other painted by Mr. W. W. Russell. Some thought that Mr. Minney was a ripe village grocer and churchwarden, some that he was a country builder, but every one thought that here was a man who, in his modest way, lived on the cream of his particular world and enjoyed it. . . .

"That is the first act, and the rest is prolog. The London press set to work to discover who was Mr. Minney. It was found that Mr. Minney was not a prosperous tradesman, but a London model who had been an unsuccessful actor and latterly a model. He had sat for *Falstaff*, jolly old monks, and other stout, popular figures. He was known as 'Fat Jack.' At one time he had something to do with the Big Wheel, a mechanical wonder quite in scale with himself (if Mr. Russell had known that he would probably have painted the wheel on the left top corner). He married a young wife with some money and was not seen in Chelsea until they parted. The next record is that he was an inmate of St. Pancras Workhouse, Camden Town, for a short time, and then the eager inquirers discovered that he was dead.

"And so through art Mr. Minney, an educated man, a shabby actor, a model, a dweller in model lodging-houses and poorhouses, a failure, found fame at last. His life record will soon pass out of the public mind. His picture will probably go to a public gallery somewhere, and generations of people will say, 'Well, that's a jolly fat man. He looks as if he knew all about good dinners.'"

RELIGION-AND-SOCIAL-SERVICE

IS GERMANY "TRULY REPENTANT" FOR HER SINS?

GERMANY "is still an unrepentant sinner," in the view of a Methodist bishop who has been investigating conditions in order to make recommendations for relief work in France, Austria, Czecho-Slovakia, Poland, Danzig, Germany, Holland, and Belgium. A British religious writer similarly asserts in *The British Weekly* (London) that the people of Germany "are putting the alleged misdeeds of the Allies up as a shield between themselves and the accusations of conscience." In contrast with this, however, we find a distinguished Methodist educator asserting that Germany has displayed unmistakable proof of a real change of heart. Taking up first the charge of unrepentance made by Bishop Cannon, of the American Methodist Episcopal Church, South, we note his declaration that after talking with well-informed and broad-minded men and women in all the European countries he visited, he found himself forced to reach the conclusion that Germany is not yet repentant "upon a careful consideration of the facts and not upon prejudice, narrowness, or vindictiveness." As he writes in a letter to the London *Times:*

> "First, Germany has sinned. . . . Secondly, the world suffers. . . . Thirdly, Germany is unrepentant. Germany is sorry, ay, even to the point of 'weeping and gnashing of teeth,' but not sorry for her sin. No, she is sorry for her failure. She is like a thief who is sorry that he was stopt before he could steal everything he wanted, but who is not sorry for what he has done, and is determined to fight to hold on to the things he was able to steal before he was stopt. There is no indication that Germany has experienced any real change of heart. There is no indication that she has any sorrow, to say nothing of remorse, for the poverty, the debt, the famine, the disease, the suffering, the death she has brought upon the world. She is sorry that she is suffering, she is sorry that she has been compelled to sign a treaty which puts the brand of Cain upon her and which binds her to make reparation to even a limited extent. But she knows nothing of genuine repentance which says, as did the publican Zaccheus to Jesus, 'If I have taken anything from any man, I restore him fourfold.' Germany is sorry, angrily sorry, amazedly sorry, sullenly and morosely sorry, revengefully sorry, but she is still an unrepentant sinner, and she ought to be treated as such.
>
> "God—the just, the almighty, the loving, the forgiving God—knows not how to bestow forgiveness upon an unrepentant sinner. The willingness, ay, the desire to forgive may be in our hearts, but how can forgiveness be extended to Germany when she has not repented, when she has brought forth no fruit meet for repentance, and when she is persistently, deceitfully, angrily trying to evade the just consequences of her sin? I traveled the length of Germany from Danzig to Berlin and from Berlin to the Holland frontier, and I have traveled through the territory of the Army of Occupation. There are no devastated fields, no shell-torn houses, no looted homes or factories, no mines flooded and ruined, no orchards cut down, no cathedrals or public buildings or monuments defaced or destroyed. The fields, forests, orchards, factories, railroads, public buildings, and homes of Germany are intact. The crops are planted and are growing, the factories are ready for work, the people are under the shelter of the homes of their fathers. The revolutions we have read about in Berlin and elsewhere have wrought small comparative damage to German property. . . . A truly repentant Germany would sorrowfully but eagerly try to make reparation. The present real Germany is trying by hypocrisy and delay to evade reparation.
>
> "Fourthly, Germany must pay. For the good of the world, ay, for her own real good, Germany must be made to pay, to atone, as far as possible, for the crimes. . . . . . .
>
> "Fifthly, the Peace Treaty should be rigidly enforced. Germany must be made to realize that she can not escape just punishment and reparation. She must be compelled to disarm and to demobilize at once. She should be compelled to maintain a responsible, orderly form of government, to be determined by the German people themselves, not by riots or force of arms, but by peaceable methods of elections and representative assemblies. The Allied Powers owe it to the peace and prosperity of the rest of the world to see to it that order is maintained in Germany, even if it be necessary as a last resort to send an army to Berlin. The Prussian military spirit must be destroyed. . . . A repentant Germany is greatly to be desired; but if not a repentant Germany, a submissive, obedient, de-Prussianized Germany is necessary for the peace of the world."

Rev. James Stalker, in *The British Weekly* article mentioned above, telling what the Christians in Germany are thinking, says on this point:

> "The people of Germany are putting the alleged misdeeds of the Allies up as a shield between themselves and the accusations of conscience, and their teachers are encouraging them in this attitude. Their accusations are numerous, but the chief of them is the hunger blockade."

For instance, it is noted, the Rev. F. Siegmund-Schultze, the director of an institution for the evangelization of the youth of Berlin, has written an article on the subject in his organ, *Die Eiche*, in which he begins in what Dr. Stalker calls "the following alarming style":

> "The murder of the children at Bethlehem is child's play compared with the starvation of German children which has afflicted our poor country for three years in consequence of the blockade. None of the other deeds of violence during the world-war, such as those alleged to have been perpetrated on children in Belgium and France, East Prussia, and Poland, Serbia, and Macedonia, can be compared in either number or cruelty with this greatest murder of children in history."

Just as it was incomprehensible in many Allied countries "how the Christians in Germany did not rise up and protest against the atrocities perpetrated in Belgium," so Christians in Germany seem unable to understand how "the British conscience remained unaffected by the blockade." Undoubtedly, admits Dr. Stalker, the horror of the blockade has been very great, but, he concludes:

> "In this country most would maintain that the Germans had brought the horrors of the blockade on themselves. This, however, is a point of view which as yet they utterly reject. They describe the sufferings of their country in terms only paralleled by the wild outbursts of the Book of Lamentations or a chapter like the twenty-sixth of Leviticus. From the latter passage, however, toward the close they might learn a better way, and descry for their country a future and a hope."

Sharply contrasting with Bishop Cannon's characterization of Germany's present mood is the declaration of Dr. William Fairfield Warren, former president of Boston University, that "the moral and spiritual mood of the German republic is not that of the former empire," and that any one who does not recognize this is either ignorant or possest of ignoble hatred toward a fallen foe. As Dr. Warren says in *Zion's Herald* (Methodist, Boston):

> "Before me as I write lies the best known of the German calendars for the year 1920. From its place of publication it is often called the Augsburger. This is its thirty-ninth annual issue. Aiming to serve all Central Europe, it gives the sacred days of Christians, Jews, and Mohammedans impartially. Its large and finely illustrated folio pages carry a body of information and of light reading which would require days and days to peruse. The constitution of the republic occupies a prominent place. A history of the fall of the empire is given, and a most interesting account of the parties and movements through which the present

Government came to power and to recognition by the Entente. Nowhere in it have I found a word of bitterness or hate toward America, or even toward the Allied Powers collectively. The loss of the war is directly charged upon the 'weak and muddle-headed' officials of the old régime who, just at the time when America 'was offering her service to mediate a peace,' vigorously insisted on carrying forward a relentless submarine warfare. 'With the loss of the war,' the story goes on, 'our people lost confidence in the social classes which till that time had given it its leaders.' In summing up, this bitter confession is made:

"'The hate, lust, deceit, inhumanity, and measureless hypocrisy which with us had permeated our whole life have made princes and people more diseased than we all suspected. Quite too many looked upon the war itself as a business, a business of lust for glory, or a business for money-making. Too many forgot that the enhancement of the outward power of a people, conquered provinces, and war-indemnities from neighbor nations are aims intrinsically unworthy and by no means compensating for the blood and tears of a war. . . . We are suffering the penalty of the sins of our fathers and that of our own sins.'

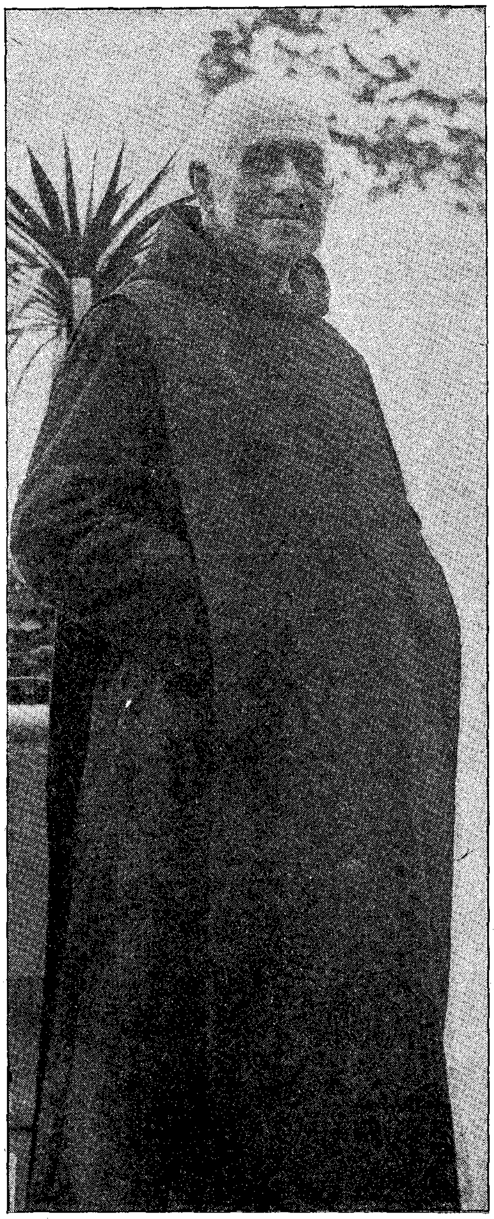
"Such language as this in such a publication needs no italics to show its significance. And if such is the voice of a purely secular popular annual, let no self-righteous '150 per cent. American' betray his ignorance or his ignoble animosity by again saying that he has seen no sign of a change of heart in the land of Luther."

CANADA'S INTERCHURCH MOVEMENT—Political and religious movements in the United States are often paralleled in Canada. So we find *The Congregationalist* (Boston) calling attention to the fact that "the outstanding feature of the ecclesiastical life of the Dominion during the last twelve months" was the Interchurch Forward Movement of Canada which recently completed the United National Campaign it started over a year ago. This campaign, writes the Ontario correspondent of *The British Weekly* (London), has given the Canadian churches fresh confidence; "work that had been discontinued will be revived, that which dragged along will be strengthened, new territory that had been crying for Christian workers will be taken up, and a true 'forward movement' is anticipated by every Church." We read in *The Congregationalist:*

"Five denominations cooperated in this—Anglicans, Baptists, Congregationalists, Methodists, and Presbyterians—representing the great majority of the Protestant population of the country, having an aggregate of over ten thousand churches, more than one million communicant members, and about four million adherents. The remarkable success of the financial campaign in February was in accord with that of every other feature of the Movement. The combined objectives of these churches for the Dominion totaled $11,440,000. Already the amount subscribed is in the neighborhood of $13,000,000, and will go far beyond this, as the canvass in many parts of the country was postponed owing to the 'flu' epidemic and the condition of the weather. About one-half of the money realized will be devoted to missionary purposes, the rest to be divided mainly between education and ministerial relief."

CATHOLIC CONGREGATIONS TO SING AGAIN

CONGREGATIONAL SINGING in Catholic churches has been unknown in America and has been dead so long in the churches throughout the world that non-Catholics have come to think it was forbidden. But as a matter of fact, writes Fred. B. Pitney in the New York *Tribune*, "it was the difficulties of modern music that killed Catholic congregational singing, and after the labors of the Benedictine monks had deciphered the ancient Gregorian chants Pope Pius X. in 1903 sought to break the tradition of prohibition by issuing an order that the teaching of the chants should have a leading place in the work of the Church." The Gregorian chant has, therefore, been reintroduced in European Catholic churches, and it was rendered for the first time in this country at the International Congress of the Gregorian Chant held recently in St. Patrick's Cathedral, New York. On this occasion five thousand children from forty-seven schools, representatives of fifteen religious orders, and six hundred seminary pupils sang, and, in the opinion of the writers for the Catholic and secular press, proved the beauty and practicability of the Gregorian chants. It is through instruction of the children that the singing of the chants is to be made general, and it was with this idea in mind that Mrs. Cabot Ward, daughter of William Bayard Cutting, established the Pius X. Chair of Liturgical Music at the Convent of the Sacred Heart in New York. From this school teachers have been sent to Catholic schools, churches, and seminaries in the United States and Canada to teach the singing of the chants, particularly to the children. The congress at St. Patrick's was held under the general supervision, as directors of chant, of the Very Rev. Dom André Mocquereau, prior of Quarr Abbey, at Ryde, Isle of Wight, the greatest living authority on the chant in the world, and his pupil, the Very Rev. Dom A. Gatard, prior of Farnborough Abbey, Hampshire, England. Mr. Joseph Bonnet, organist of St. Eustache, Paris, was at the organ. In an interview with G. W. Harris, for the New York *Evening Post*, Dom Mocquereau said that the Gregorian chant is the simplest and purest form of liturgical music, and, being unison music, can be sung by all the people, even by young children. Originally the entire ritual of the church was intoned or chanted in the peculiar form of musical utterance known as the Gregorian because St. Gregory collected, edited, and revised a great body of several hundred musical compositions used by the early Church. The liturgic chant is as old, as universal, and as invariable as the liturgy itself, according to this authority, and it is the only form of music that has been officially recognized by the Church. The decree of Pope Pius X.,



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"MY DREAM HAS COME TRUE,"

Says Dom Mocquereau, who came to this country to direct the Gregorian Chant Congress, and he predicts that "through the medium of the children of America the great heritage of congregational singing will be restored to the Catholic Church."

promulgated in 1904, in which a return to the medieval style and the clerical conception of church music was commanded, was an event of far-reaching importance, as it restored the Gregorian chant to the highest place of honor in the liturgic service. The people were not always silent beholders of the liturgical drama. On the contrary, we learn:

> "Their part originally was akin to that of the chorus in the Greek drama; they responded to the prayers of the priest with a shout of approval, 'Amen,' with a burst of joy, 'Alleluia!' The *kyrie* was their own plea for mercy, the *credo* their own act of faith. But for generations the voice of the people has been hushed. Now the Church is restoring to them their musical birthright. Since the Renaissance public worship has suffered a gradual deterioration. Music has been treated as an end rather than as a means, and both music and prayer have suffered. The liturgy, the complex of public worship through words, through gesture, through color, through sound—is the most powerful means toward conversion and sanctification. Music must be primarily prayer, and, furthermore, liturgical prayer, vesting itself with the exact form and spirit of liturgy. The late Pope Pius X. recognized this when he declared that these qualities are to be found in the highest degree in Gregorian chant, which is consequently the chant proper to the Catholic Church.
>
> "The great wealth of Gregorian melody is known only to comparatively few people, even to-day, for it is used throughout the whole service in comparatively few churches. But we hope to make it better known, to encourage and cultivate its use everywhere. We do not seek to have it supplant all other kinds of music—by no means—but we want its use extended and enlarged so that the people themselves may again take their rightful and proper part in the liturgic service. This, of course, can only be brought about by education, by training in the Gregorian music.
>
> "The care and preservation and cultivation of the Gregorian melodies have long been a sort of special province of the Benedictine monks. Gregory himself, indeed, was a Benedictine: they stole him from the order to make him Pope. Many of the best of the old musical manuscripts have been preserved in the Benedictine monasteries—tho there are others, of course, in libraries elsewhere, many of them. In the course of the last century much work has been done in searching out and studying and restoring these old manuscripts. Chief among the simple chants are the Gregorian tones which are appointed to be used in the singing of the Psalms."

A PROTEST AGAINST MOVIE CRUELTY—Complaints against moving pictures that display the bullying, beating, shooting, or the wanton killing of animals in any manner have been recently appearing in letters to the New York papers. And the New York *Evening Sun*, which has printed a number of these protests, believes they are well founded. As it remarks editorially:

> "A bull-fight is bad enough to old-fashioned American ideas, but at least the Spaniards see the bull make a fight of it. The Spaniards too would object, quite possibly, to seeing pictures of ruffianly torture practised for their supposed delight upon such amiable and dependent friends of man as the dog and the cat.
>
> "It makes no difference, so far as we can see, that the objectionable deeds often fit within the character of the person who performs them. To be asked to sit at the visual representation of a revolting deed is an insult to our instincts. It resembles putting *Bill Sikes's* murder of *Nancy* on the screen—an abominable thing!
>
> "Nor does one manager's assurance that the animals suffer no harm or scare, only play dead, and so on, satisfy us. Do they never suffer—or does he mean hardly ever? Well, even if never, the thing should not be tolerated. It suffices that the beholders believe the cruelties real; that makes the effect real upon them. And even if every case were known to be simulation, the presentation of such spectacles to the eye must sicken the heart first and later callous it."

CORRECTION—Dr. Alonzo E. Taylor informs us that he did not make the statement denying the need of American aid to Europe which was attributed to him on page 46 of our issue of June 5, and which we quoted in good faith from a Baltimore paper.

WHY PREACHING IS "FOOLISHNESS"

TO THE FIRST GREAT PREACHER of the Christian Church we owe the phrase, "foolishness of preaching." The sermons of St. Paul established Christianity throughout the Roman Empire and have been the pattern for all Christian preachers ever since. Yet every once in a while some one tells us that the sermon has become mere folly, a tradition, "signifying nothing." Mr. John Spargo, a Socialist writer of note, puts this view-point with extraordinary frankness in an article in *The Christian Century* (Chicago). He acknowledges the mission and permanence of Christianity, but believes that the pulpit is "the weak spot in the church of to-day—its Achilles tendon." It is very doubtful, he continues, "whether all the preaching that will be done in America during the next twelve months will add as much to the well-being of America as the work of one honest efficient farmer or as that of a humble school-teacher in some 'little red schoolhouse.'" In the view-point of this writer and thinker, preaching is a "futility" and the pulpit "an anachronism." He believes that on important matters the opinions of preachers "are held in less esteem than those of any other body of men in the land." For one thing, we are told—

> "Preaching is not a man-sized job. The pulpit is an anachronism in the modern world. Preaching comes down to us from a past age, when few possest Bibles and fewer still could read them for themselves. It was necessary then when the believers assembled together to have some one read and explain the Word to them. To-day when almost every person can read for himself, when Bibles can be purchased for a few cents, there is no need for such a service. The average man in the pew is quite as capable of reading the Bible and interpreting any passage which interests him as the average minister. That is probably the reason why the old-fashioned expository sermon and the sermon on doctrinal subjects are rarely heard in our cities nowadays. A modern reference Bible, with maps, concordance, topical index, and explanatory notes, will enable any man or woman of ordinary intelligence to understand the vital portions of the Bible much better than the old-fashioned sermon so laboriously compiled as a Friday morning's task with the aid of 'Barnes' Notes on the New Testament,' 'Ellicott's Commentary,' and the 'sermon-outlines' in some homiletic review."

The fact that the old-fashioned sermon has so largely given way to fifteen-minute "snappy talks" on timely topics means, we are told, that "the old time 'Lyceum lecture' has supplanted the sermon." This, it is held, would not be so bad if the preacher were a specialist like the lecturer who confines himself to two or three carefully prepared addresses delivered over and over again. But the average minister "is practically under contract to have a new message to deliver every Sunday for ten or eleven months in a year." Not even the ablest men in the country could successfully perform such a task, for "given an intelligent congregation, there is no earthly reason for supposing that any man can possibly have anything of importance to say to it, week after week, year in and year out." The average minister, according to Mr. Spargo, is a poor guide in matters sociological, and—

> "Even the moral and spiritual problems of the educated and enlightened man of to-day are largely beyond the grasp of the minister of the church he attends. The ministerial training, environment, habits of life, and, generally, temperament, unite to produce this result. The minister does not know from experience—except in very rare cases—anything of the problems which baffle and perplex the man of business, the public official, the professional man. Theological seminaries can not give this knowledge; it can not be learned from books or otherwise acquired second-hand. It can only come from personal experience —from life. Men who have not thus known the problems which beset men, their temptations and their perplexities, can give very little help to others. When we remember these things it is easy to understand why the pulpit of to-day possesses so little influence."

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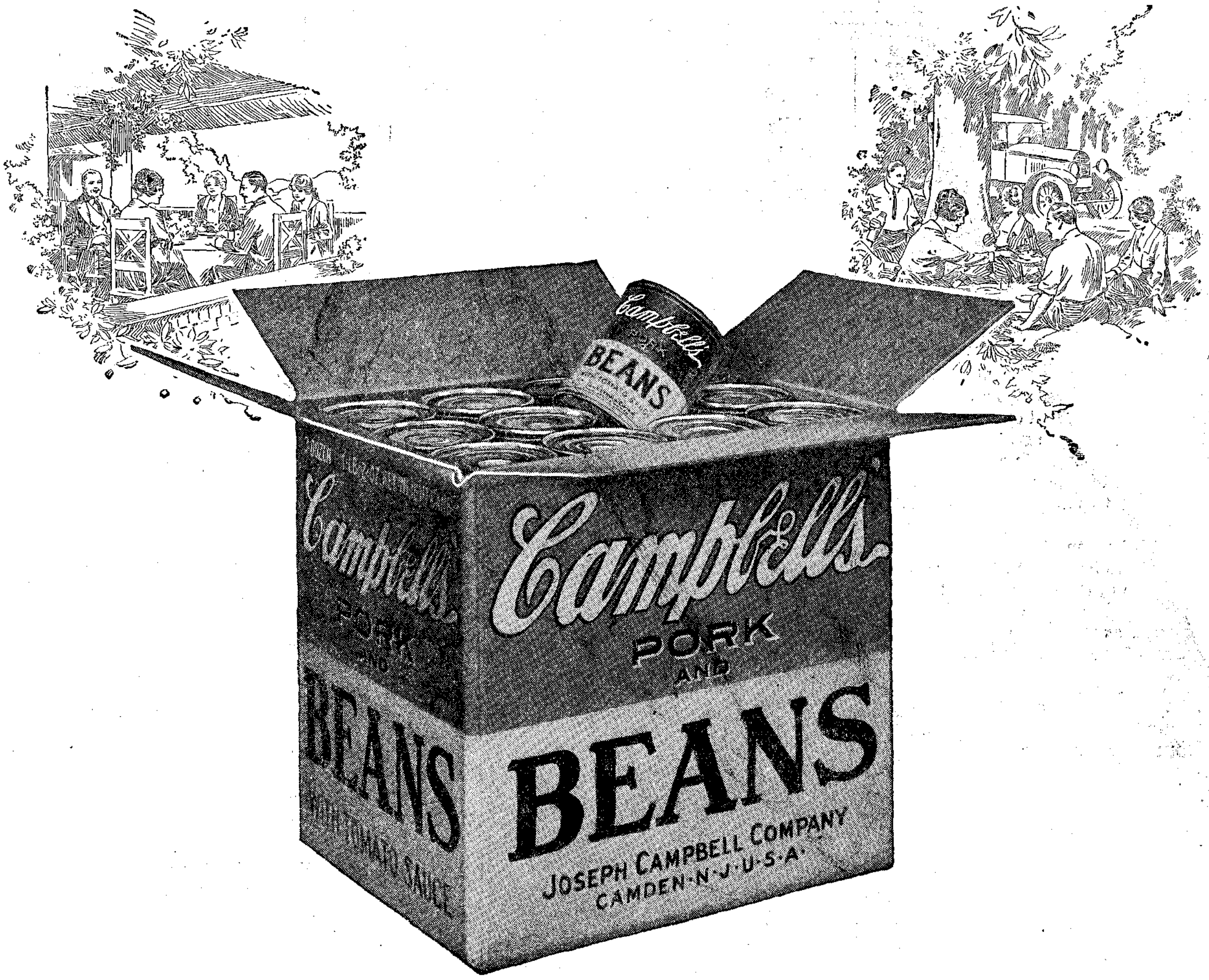
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CURRENT - POETRY

BRITISH statesmen have ever been apt in the ways of pure literature; so this sonnet, which the London *Spectator* receives from the ex-Prime Minister and present leader of the Opposition, shows the versatility in which, it is feared, our politicians fail:

MOMENTS

By Herbert Asquith

If we could save our moments, store them deep
In cellars of the mind to choose at will,
Not as the dream that drowns into a sleep,
But as the taste of wine, laid cool and still;
Could groping fingers hold the grains of ore
And set the scattered jewels in a crown,
Comb out the beach of Time, and from the shore
Net all the tangled treasure floating down:

Then living so with heaven at our hand
We'd fly at death, like laden bees, to bear
That heaven captive to the heaven there!
Longer than any bronze these would abide,
These, that are now as writing on the sand
Beneath the wave of each oncoming tide.

WHO it is that apologizes to Pippa in the following from *The Craftsman* (June) may bear dispute. It may be a farmer or an old-school politician, or an incorrigible optimist. We leave it to you:

APOLOGIES TO PIPPA

By Earle Cornwallis

At last summer 's here;
The hill 's verdure-clad;
The orchard 's full bloom;
Our William 's returned;
Corn 's good, so I hear;
Spring wheat 's not so bad;
The Quail trills her tune;
The Kaiser 's well spurned;
Now seven 's at six—
Instead of at seven;
The Earth turns the same,
Tho Noon 's at eleven;
And God 's with the Right—
God 's *truly* in Heaven!

THE best evidence that Beryl Carter is right is the large number of voices that lifted themselves from the trenches to say no more than the following claims for the homeland, and yet felt the sacrifice they were making justified. It appears in *The Poetry Review* (London) for June:

ENGLAND

By Beryl Carter

England—a meadow loud with bees,
Shut in with tall unwindy trees,
And colored like an angel's hair
Because of all the kingcups there.

England—the ghost of an old mill
Still standing dauntless on a hill,
Itself as old as shadows are,
Or the fixt shining of a star.

England—a woodway palely lit
With primroses where children sit,
Big bloomy bunches on their laps,
And in their hair, and on their caps.

England—a meadow loud with bees,
Shadowed by honeyed linden-trees,
The color of a sunset sky—
For this men live—for this—they die.

LIKE the garlands that Decoration day strewed so plentifully over the graves of the world's war-heroes is this one from a hand that knew and participated and now remembers. *Scribner's* prints it:

SOISSONS

By Hardwicke Nevin

Over these winter wastes where broke the wars
Now falls the weary night. And once again
High in the hollow dusk burn the great stars
Like rockets, rise and gleam—upon the Aisne.
Over the buried dead no brown leaves hover;
No spring-scents linger. In her death-hung lair
Here Autumn mourned alone the passing year
And wailed unto the moon, that all was over.

Peace, like a snow, has feathered down and sighed,
And swung the living heart to a far height.
From wastes aflash with guns, these hearts that died
Have taken wing, for some great evening flight
On vaster pinions of the Soul; to skies
Of spring, brown autumn leaves—and memories.

THE following might be called "A Pilgrim—New Style," if we accept Miss Fisher's point of view. It states well, nevertheless, the point of view of many, and we quote it from the pages of *The Freeman* (New York):

KINFOLK—1620 AND 1920

By Katherine Fisher

In the house of my kinfolk I am an alien,
Our *Mayflower* blood, once heretical, rebel,
Flows now in their veins, orthodox, Tory.
Only in mine the old freedom
Beats the new barriers.

My mother-tongue in the mouth of my kinfolk
To me is foreign,
Praising law perverted to tyranny,
Condemning a juster order
Because justice is strange, involves changes.

But native to my heart is the speech
Of the Italian weaver on strike,
Exhorting his comrades.
Tho I understand not his words,
I understand him.

And closer to me than sisters
Are Jewish girls, orient-eyed and voluble,
Garment-workers, loyally standing together,
Daughters, like me, of a pilgrim line,
Of a people persecuted, exiled, pioneers of liberty.

With these I am at home;
In the house of my kinfolk I am an alien.

PERHAPS Miss Fisher will not accept the quietism of her contemporary, Risa Lowie; but if she comes to see the stedfastness of life amid its manifold changes, she may sometime give another such to *The New Republic:*

PEACE

By Risa Lowie

I have become as quiet as the ground
beneath the pines,
And my hours fall slow
Like the fragrant lines
Of needles slipt on needles long ago.

Beneath young pines
That pattern all their yearnings dark
against the sky
I lie,
And through their wild unrest
my starlight shines.

Young fern-coils stir
And dream designs
Where once my dreams close-folded were:
And I
I give them shelter and the balm of fir:
I have become as quiet as the ground
beneath the pines.

MR. MORLEY'S column in the New York *Evening Post*, called "The Bowling Green," is, like the other newspaper "columns," hospitable to poetry, and gets some of the best. Death is not here made a moan, but a law. George Eliot's "Choir Invisible" moralized this idea; but we venture there is more sheer poetry here:

RESPONDIT

By David Morton

Apple-tree, apple-tree, what is it worth:
Beauty and passion and red-lipped mirth,
Fashioned of fire for the blossoming earth—
Gone in a transient spring?

Spending and spilling your wealth through the grass,
Coiner of coins that must rust and pass—
Knowing the end is . . . alas, and alas!
What may a poet sing?

Sing of the dust that is blossomy boughs,
Dust that is more than your thought allows;
Sing you forever impossible vows
Unto the springs to be.

Dust of the dust is for fire and birth,
Beauty and passion and red-lipped mirth,
Fashioned of dust for the blossoming earth—
Even of you and me.

IN another issue of *The Post* we are given the following to celebrate the passing of a place that bade fair to be one of New York's literary shrines. Since Masefield came among us as a war-lecturer, "O'Connor's" has been a frequent theme of paragraphers; now it passes in the glory of a sonnet:

O'CONNOR'S CAFÉ

(*Greenwich Avenue, near Sixth, where John Masefield, aforetime, tended bar.*)

By William Rose Benét.

They'll have "apartments" on the upper floors,
And shops below, here where the crossways meet,
Where "L" trains shake high trestles down the street
And idle loungers lean from dirty doors,
No more some shrewd-eyed Bacchus shakes and pours
Glittering decoctions when the spring is sweet
With violet twilight, or through festering heat
Of summer, while the eternal traffic roars.

O'Connor's passes, and that tall Bastile
With clock-face ever owlish of late hours
Rules on, where once a strange young sailor passed
To scour bar bright-work, dream of nights at wheel
On vast dark seas, and to invoke such powers
As guard his greatness here until the last.

Welch's

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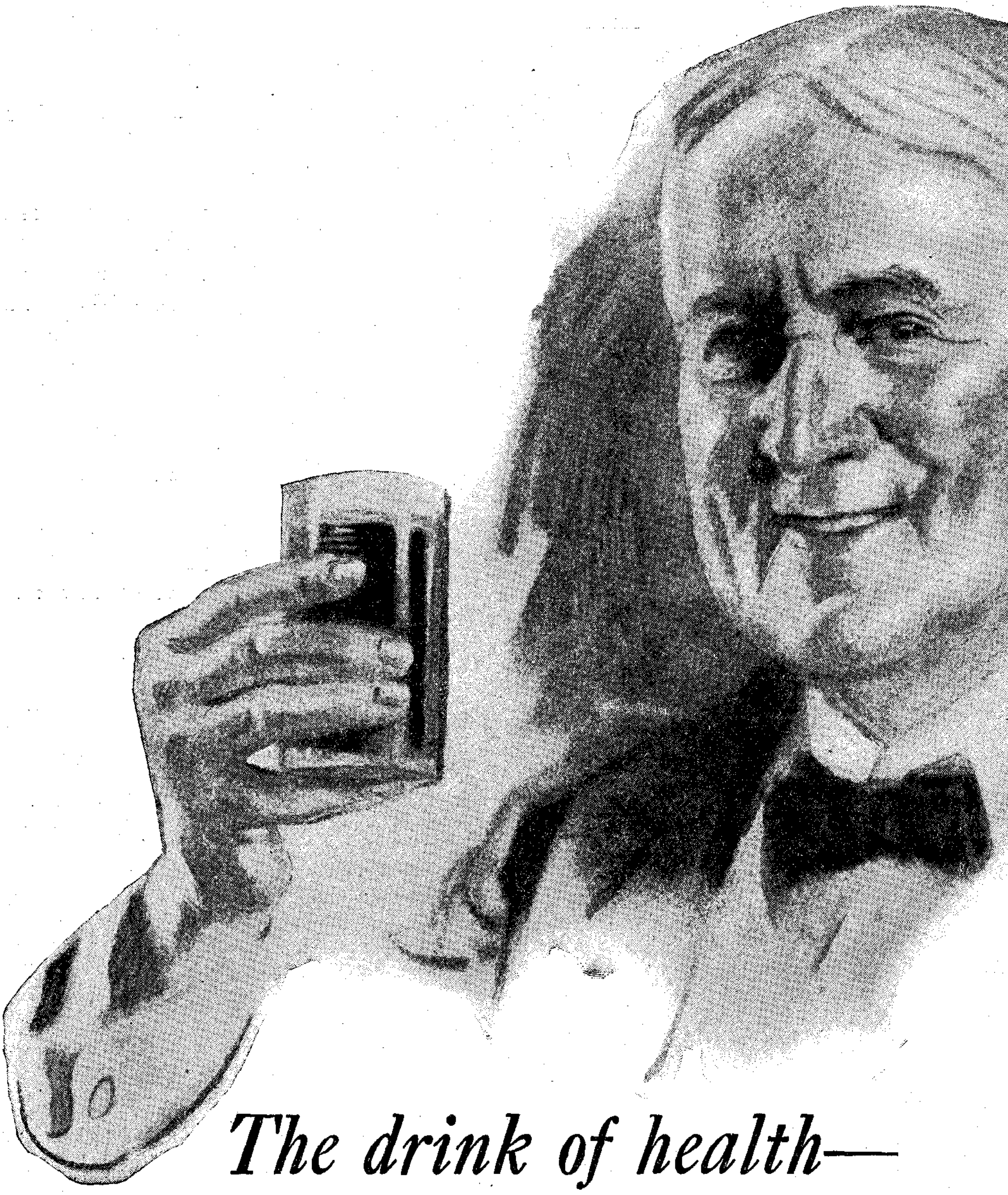

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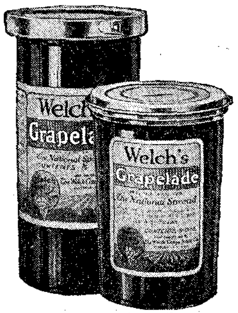
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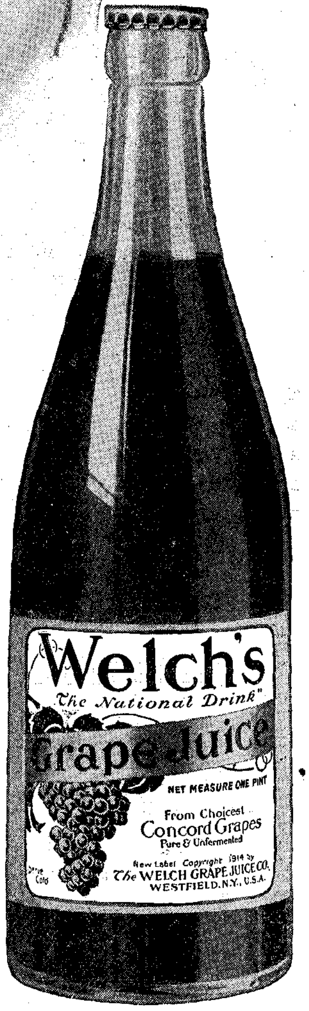
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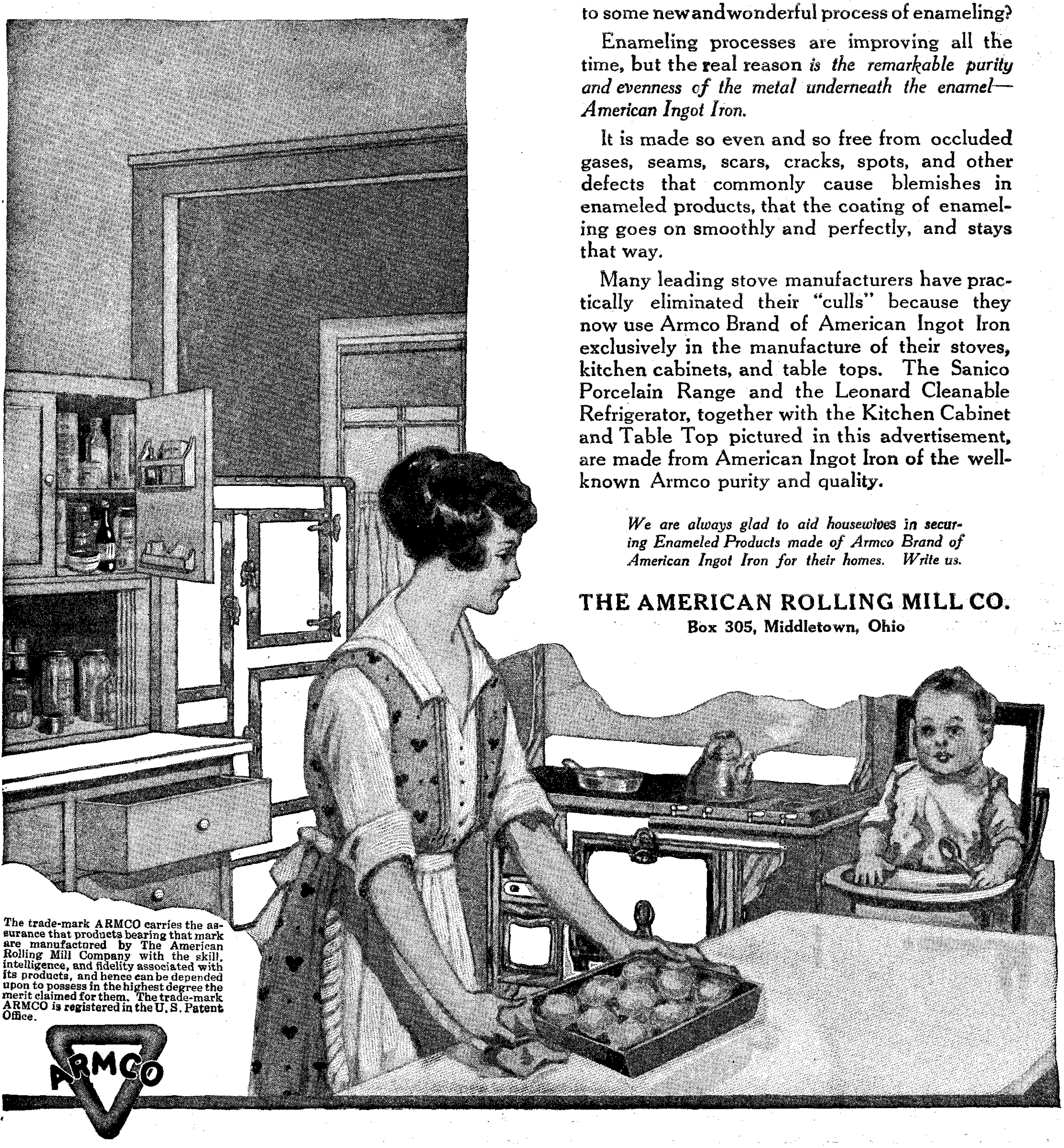

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A PRESIDENTIAL CAMPAIGN UNDER WAY

CAMPAIGN OF EDUCATION—The thorough organization of the Presidential campaign committees and the vast amount of effort accomplished by them indicate what is involved in the campaign of education. It is a vast school of instruction; the people heed instruction from platform and press then who take but little interest in public discussion at other times. It "would not be difficult to show that the benefits of such a campaign outweigh its evils," says Professor Woodburn, who cites Bryce's "American Commonwealth" for the following summarized presentation of the aims of this permanent party organization:

1. **Union**—The organization strives to keep the party together to prevent schism and dissension. The organizing managers, therefore, will strive to suppress discussion within the party on a divisive question, to urge the duty of party loyalty, and to hold in line the traditional supporters of the party. The National Committee, through its agents, often intervenes in a State to allay strife and dissension; and the State committees may bring similar party pressure to bear within a county where factions are rending the party and endangering success. And many party voters who have protested vigorously, during the early months of the campaign, that they "would never, no, never," support the party again under the course it is pursuing, have been "whipt into line" by the various tactics of the campaign managers.

2. **Recruiting**—To bring in new voters, to look after the immigrants, the first voters, and the newcomers in a community. It is expected that the party attitude of every voter in every precinct shall be reported to general headquarters.

3. **Enthusiasm**—To quicken the indifferent, to combat general apathy, to arouse the voters to sympathy and action. Sometimes the managers pursue the policy of a "still hunt," or conduct a "gum-shoe" campaign. That is, they quietly and privately interview as many voters as possible personally, distributing party speeches and influencing the voters by quiet tactics. Voting precincts are generally so subdivided that there will be a limited number of voters to a precinct, not to exceed, say, two hundred and fifty. The party faith and loyalty of the majority of these will be well known. They need no attention from the party workers. From their ranks the party workers are drawn. . . . . . .

On the other hand, the other method of campaign, called the "whoop-la" or "hurrah" campaign, has for its purpose the arousing of the rank and file from their indifference and lethargy, the stirring of their party spirit, and the drawing of party lines. The managers seek to arouse the party enthusiasm of meetings, speeches, bands, parades, rallies, barbecues, and grand demonstrations, all designed to excite the voter to shout with party loyalty and to vote with his party crowd.

4. **Instruction**—This is a fourth aim of the party organization. Voters must be instructed in the knowledge of the political issues; they must be given information about their leaders and about the wrongs of their opponents.

CAMPAIGN LITERATURE—In addition to the Bureau of Speakers which appoints men to speak in different parts of the country and recruits the ablest and most influential personages to speak in doubtful States, there is to be noticed the committee in charge of literary and press matter, and the committee on distribution of documents which are to be distributed among the voters. Thousands of leaflets, pamphlets, and documents are compiled throughout the campaign setting forth facts, figures, and arguments for the party. A campaign text-book is distributed which contains facts and arguments designed especially for the use of party speakers, or "spellbinders," as they are called in campaign slang. We read, then, in Professor Woodburn's "Political Parties and Party Problems in the United States" (Putnams): "This literature is not mailed directly to individuals from the literary bureau, tho it may be had on application, but it is shipped in bulk by the carloads to the chairmen of the State and local committees, who attend to its distribution among those with whom it will do the most good. In 1896 the cost of this part of the work for one of the parties was estimated at over $700,000, while in 1900 it was nearer the million-dollar mark. In addition to public speaking and the dissemination of documents, the party committees have come in later years to make a large use of the party press by the insertion of news articles and editorials in the weekly and daily papers of the country. This is the most effective form of campaigning, and the machinery for it is elaborate and ingenious. Good campaign articles are made up for the newspapers. Stereotyped matter is sent to thousands of papers, 'patent insides' are furnished to the country press, while to metropolitan papers proof-slips are sent to be used at the editors' discretion."

"All loyal party papers, especially the papers seeking the party patronage and the country printing, print this matter," according to Mr. Willis J. Abbott (*Review of Reviews*, November, 1900). "Many country papers have no other political discussion than that furnished from political headquarters. Nearly one thousand papers print these furnished articles regularly. No matter what the subject of the article, the net result is the earnest exhortation to vote the party ticket. The press bureaus of the parties furnish Independent papers articles for a 'Daily Debate,' contributed by able advocates on either side. This demand on the party managers is new to politics and has made necessary an increase in the literary force. But both parties welcome this means of putting the party creed before the voters whose minds are not fully made up."

In this instruction of voters by literature, sectional, race, and religious prejudices are always considered, Professor Woodburn points out, and different matter will be sent to Colorado, Wyoming, and California than that sent to Philadelphia, New York, or Boston. There are special messages for negroes, for Germans, for the Irish, and the Scandinavians; and the religious papers are supplied with sermons turning on political questions. Cartoons and large placards are published and sent broadcast throughout the land.

CAMPAIGN SPEAKING—An important means toward the instruction and stimulation of the voting public is public speaking, and campaign speakers, we are told, range all the way from the ordinary schoolhouse or cart-tail orator to the great party luminaries, the distinguished United States Senators, or the party candidates, like Mr. Bryan or Mr. Roosevelt in 1900. In 1900 over six hundred party orators were managed from the Chicago headquarters of the Democratic party. The Committee managers must lay out the route for these speakers, avoid conflicts, and seek in every way to use the men where they will do the most good. Speakers to city audiences are sent forth in all languages.

In the ten days immediately preceding the election of 1900 it is estimated that as many as seven thousand Republican speeches were made every week-day night.

WORLD-WIDE-TRADE-FACTS

THE PAINT INDUSTRY

(From *The Oil, Paint, and Drug Reporter*)

BUILDING ACTIVITY AND PAINT

AN UNFAILING BAROMETER of present and future conditions in the paint, varnish, and allied industries is afforded by the activity in the building trades. If building is active, then it follows as a matter of course that there will be an active demand for paint materials; if building is at a standstill, or below normal, then the demand for paint materials follows suit. At the present time building activity is not only active, it is unprecedented.

An analysis of the April building statistics compiled by the F. W. Dodge Company discloses that the outstanding feature is the fact that residential building, which has been lagging behind other construction work for some months, has resumed a place of prime importance over all other classes of building activity. Figures on awards of contracts in the territory north of the Ohio River and east of the Missouri River during April give to residential building 31 per cent. of the total, whereas during the first quarter of the year it represented but 19 per cent. of the total.

The Dodge Company reports that the total amount of contracts awarded during April, 1920, in the territory referred to above, was $334,007,000, which is a slight increase over the March figures of $327,897,000, and a considerable increase over the figure for April, 1919, which was $188,852,000. The total for the first four months of 1920 amounts to $1,114,415,000, as compared with $464,407,000 for the first four months of 1919.

Apportioned to the various classes of construction work the April figures show $103,743,000, or 31 per cent., for residential buildings; $65,498,000, or 20 per cent., for public works and utilities; $62,181,000, or 19 per cent., for industrial buildings; and $57,115,000, or 15 per cent., for business buildings.

The foregoing data apply only to contracts that have already been awarded. Contemplated work reported during April amounted to $445,033,000, bringing the total for contemplated work for the first four months of this year up to $2,144,637,000, which includes $482,344,000 for residential buildings; $432,523,000 for industrial buildings; $423,317,000 for public works and utilities; and $301,693,000 for business buildings.

PAINT EXPORTS IN 1919

During the calendar year 1919 paint and varnish manufacturers in the United States exported their products to ninety-two different countries. The volume of business was gratifying, the grand total amounting to $25,478,426, as compared with $17,511,625 during the calendar year 1918, an increase of $7,966,741. Carbon, bone, and lampblack exports accounted for $1,573,740 of the 1919 total; unclassified dry colors, $3,086,866; red lead, $735,177; white lead, $3,037,292; ready mixed paints, $4,699,925; varnish, $2,713,727; oxid of zinc, $3,059,276; unclassified paints and varnishes, $6,602,423.

England was the largest purchaser of our carbon, bone, and lampblack in 1919, taking $548,549 worth. Next came Canada, with $271,686, France with $214,160, China with $113,118, and Japan with $109,168.

Of the 6,227,797 pounds of red lead (valued at $735,177) exported during 1919, Brazil took 937,844 pounds, this constituting her our largest customer for this product. Argentina took 909,467 pounds and Canada 838,740 pounds. England was our greatest customer for white lead during 1919, she having taken 7,309,382 pounds, valued at $742,257. France got 3,620,235 pounds, valued at $375,284; Scotland, 3,358,555 pounds, valued at $326,288, and Argentina, 2,920,965 pounds, valued at $398,022. The entire quantity of white lead exported from the United States in 1919 totaled 28,033,485 pounds, valued at $3,037,292.

Cuba took the greatest share of our exports of ready-mixed paints in 1919, purchasing 534,079 gallons, valued at $888,121; Argentina bought 165,449 gallons, valued at $455,325; Mexico, 145,890 gallons, valued at $311,749; Canada, 139,432 gallons, valued at $225,880, and Brazil, 132,953 gallons, valued at $300,155. A total of 2,261,914 gallons was exported, valued at $4,699,925.

Of the total of 1,418,267 gallons of varnish (valued at $2,713,727) exported from this country in 1919, Sweden took 182,176 gallons, valued at $361,539; Denmark, 131,322 gallons, valued at $212,228, and Argentina, 103,098 gallons, valued at $247,462.

Oxid of zinc shipments from these shores during the period under review totaled 29,405,334 pounds, valued at $3,059,276. Canada was our largest customer, taking 7,583,999 pounds, valued at $655,743; England, 7,320,660 pounds, valued at $737,213; France, 4,412,257 pounds, valued at $471,636, and Brazil, 2,740,644 pounds, valued at $347,187.

Canada was our largest customer of unclassified paints and colors and varnishes in 1919, total sales to that country amounting in value to $1,173,158. England came next with $1,039,177.

We traded with Germany during the year to the extent of $17,739, made up as follows: White lead, 11,000 pounds, valued at $1,336; ready-mixed paints, 516 gallons, valued at $1,030; varnish, 10,002 gallons, valued at $15,373.

LINSEED-OIL SITUATION

Linseed-oil is the oldest paint vehicle known. Therefore, the reports of the Department of Agriculture that there is a vital need for a greater production of flaxseed, or, as it was formerly known, the linen seed, from which linseed-oil is exprest, should be of more than passive interest to the paint and varnish industry, and to those who use paint and varnish products.

Whether linseed-oil is scarce or plentiful in the world's consuming markets depends upon the success or failure of the flaxseed crops in such countries as Argentina, India, Canada, and the United States. In prewar years Russia was also a large factor. Most of the seed from which comes the raw linseed-oil produced in the United States is grown in Minnesota, North Dakota, South Dakota, and Montana, which are the four principal flax-producing States.

According to the Department of Agriculture, considerably more flax should be planted this year than has been the custom in recent years. In the United States the average acreage devoted to the cultivation of flaxseed for the three years 1917–1918–1919 amounted to 1,810,000, from which area was obtained an annual average of about 10,600,000 bushels of seed, the average yield per acre being only six bushels. From this can be gathered some idea of the effect on the crops of drouth and heat, for in each of the years referred to the Northwestern crop suffered from these ruinous influences. The figures used in the foregoing are based on government statistics. Market statistics for the same period, however, place the actual production of the three crops at under 27,000,000 bushels. Within the past year values have risen to four times the prewar level.

LINSEED SHIPMENTS FROM ARGENTINA

Supplementing its editorial on the linseed-oil situation which appeared in last week's issue, *The Reporter* reproduces below a statement of the weekly shipments of linseed from Argentina. These figures have been compiled from an authoritative source, and can be accepted as accurate without hesitation:

WEEKLY SHIPMENT OF LINSEED FROM ARGENTINA

	United Kingdom Bushels	*Continent Bushels*	*United States Bushels*	*Total Bushels*
January 2	41,000	20,000	288,000	349,000
January 9	59,000	12,000	240,000	311,000
January 16	228,000	......	552,000	780,000
January 23	41,000	231,000	424,000	696,000
January 30	30,000	100,000	490,000	620,000
February 6	119,000	6,000	764,000	889,000
February 13	308,000	250,000	377,000	935,000
February 20	243,000	389,000	395,000	1,027,000
February 27	164,000	149,000	736,000	1,049,000
March 5	201,000	117,000	578,000	896,000
March 12	193,000	29,000	656,000	878,000
March 19	303,000	......	972,000	1,275,000
March 26	756,000	4,000	897,000	1,657,000
April 1	461,000	216,000	1,176,000	1,853,000
April 9	266,000	446,000	1,170,000	1,882,000
Totals	3,413,000	1,969,000	9,715,000	15,097,000

The total shipments of seed from Argentina, as shown by the foregoing tabulation, totaled 15,097,000 bushels from January 2 to April 9, inclusive. Of this quantity the United States received 9,715,000 bushels, or 4,333,000 bushels more than the United Kingdom and the continent of Europe combined.

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By GOODALL WORSTED CO.
FLATO

"He Comes Up Smiling"

Some people still go an-autoing in uncomfortable clothes and lose their tempers and a lot of fun. ⓖ

We've *tried* to prevent it. We've said it before, and we'll repeat it again: There never was (and it looks as if there never would be) so wonderful a Summer Suit as

Genuine Palm Beach

The little breezes find their way through its open pores on the hottest of hot days. Though extremely light in weight, it tailors as smartly as costly woolens. ⓖ

The next time you change a "shoe" and hit town somewhat mussy—just throw your tan Palm Beach in the tub, and watch it come back fresher than the day your clothier sent it home. ⓖ

THE PALM BEACH MILLS
Goodall Worsted Company, Sanford, Me.
A. Rohaut, Selling Agent, 229 Fourth Avenue, N. Y.

Palm Beach
REGISTERED U.S. PATENT OFFICE
THE GENUINE CLOTH
MFD. ONLY BY GOODALL WORSTED CO.

Palm Beach Suits are made in dark shades as well as light. This label identifies the genuine.

IMMIGRANTS LEAVING AMERICA FOR THEIR NATIVE LANDS.

These people are waiting to be interviewed by government officials and steamship agents before going aboard the boat. Most of them intend not to return to this country, where they have lived long enough to decide they don't like it.

WHAT SOME HOME-BOUND IMMIGRANTS THINK OF AMERICA

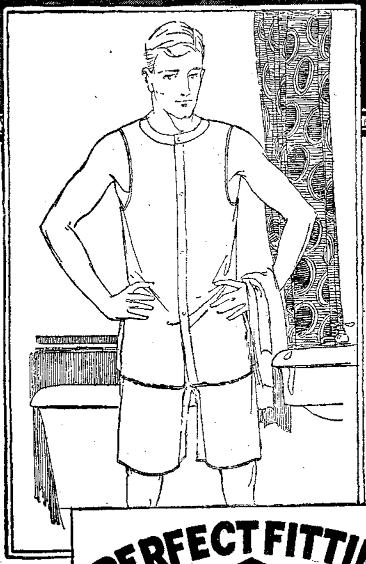
"THEY MADE ME WEAR RED TIES and pay two dollars a month," complained an Italian of the American labor-unions, giving this as one of his reasons for going back to his native land. Others complained that their wine had been taken away, and one was dissatisfied owing to the lack of art. "The Hippodrome," he said, "is the one sign of real art I have seen in America." This information, together with much more of the same general character, was gleaned by Constantine M. Panunzio, an American citizen of Italian birth, who wished to find out why so many immigrants were returning to Europe. He crossed the ocean with several hundred of these homeward-bound pilgrims, traveling in the steerage, and made it a point to hear their stories from their own lips. They were mostly stories revealing the darker side of American life, told by persons who, for one reason or another, had failed to fit in the new environment. Taken together, they form an interesting and significant contrast with the enthusiasm for America shown in the frequent newspaper accounts of immigrants who have "made good" and decided to stay here.

Among the interesting things brought to light was the fact that the main trouble with a lot of these people seemed to be social rather than economic. "I have money enough," said one man, "but I don't like the people. They work like dogs and don't live at all." And a woman said: "Life in America is work, work, work; no social life, no play. In Jugo-Slavia you work and then you go out and live and play. In America you have to work all the time—even in your sleep you have to plan—or else you starve." While a few of these people informed Mr. Panunzio that they were coming back to America, it seems that most of them planned to stay in Europe. They were thoroughly dissatisfied with this country. They were carrying back with them a gloomy picture of America, we are told, many of them using bitter language regarding their experiences here. Some of these took place on the very day of their departure. For instance, Mr. Panunzio says he stood in line with a massive column of these immigrants being examined by steamship agents and representatives of the Treasury and State departments from nine o'clock in the morning until six o'clock at night. A hundred were turned away, because, tho they had tickets, an order had gone out to take fewer passengers than the number of tickets sold. "The agents took advantage of this," says Mr. Panunzio. "All kinds of premiums were demanded, and I myself had to pay $20 before I was permitted to go on board." He continues, in *The World Outlook* (New York):

> As early as the first day out I learned that many had to pay as much as $15 for their passports; some had paid a heavy income tax. Their greatest grievance was that altho they had paid for second-class railroad tickets from Cherbourg to their destination on the Continent, they had received third-class tickets. Some of them had discovered the fact before the steamer left the dock, but were refused permission to disembark in order that they might exchange them. Moreover, they felt that they should have been given advantage of favorable rates of exchange. Instead, they had been compelled to change their American money for foreign currency at par.
>
> A group of Italians got up a petition which stated their grievances. This, with about thirty signatures, was presented to the purser, but received no consideration. When, to a Serbian, I remarked that I had once been cheated by an Italian, he said, "Same with me, Joe, you by Italian, me by Serbian; American pretty honest."

The writer says he occupied a miserable hole on the trip, shared with two young Italians and a Polish Jew. He began his questionings with these three and goes on to state what they had to say and also what he learned from a number of others:

> "Why are you going back to Poland, Jacob?" I asked the Jew.
>
> "Well, you shee, kidees are hungry—cry all the time. Wife has no bread in Poland—I go—bring 'em back."
>
> "How long will you stay in Poland?"
>
> "Maybe three months—maybe seex. Come back to America soon. I a citizen but cost me feefteen dollars to get passport."
>
> All the Jews on board, so far as I could discover, were coming back to the United States—all except five rabbis, who were going back to settle in Palestine, and who were very happy with prospects of real freedom there.
>
> The two young Italians who were with me, and two more with



Shirts-and-Drawers $1.00 each

"Great stuff, Ralph. How much did they set you back?"
"Only $1.65 a suit."
"Gee! I'VE *been a spendthrift."*

LOCK-IN the cool comfort of the bath with Topkis Athletic Underwear. Cut along loose, generous lines, Topkis underwear has little body-contact, yet it does not bag or bulk. Free play for arms and legs supplies the needed spur in withering weather.

Topkis underwear is made from finest nainsook, well-sewn and seamed. Buttons are firmly affixed. And—*sold at the most reasonable prices.*

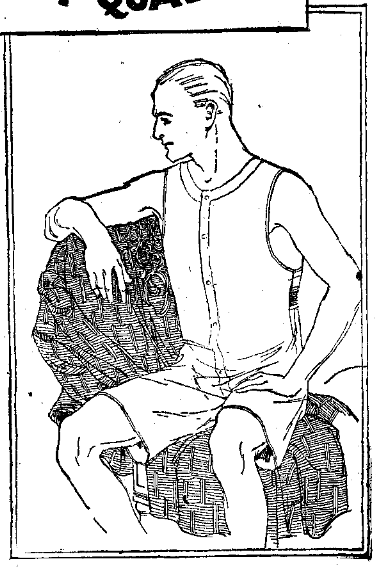
Unions at $1.65, also shirts-and-drawers at $1.00 the garment. Treat yourself and family to a half-dozen suits of breezy, toppy Topkis. The price is so unusually low. Look for the red-diamond label.

PERFECT FITTING
TOPKIS
BEST QUALITY

TOPKIS BROTHERS COMPANY
Wilmington, Del.

General Sales Offices, 350 Broadway, New York City

Also Makers of Women's, Children's and Boys' Athletic Underwear



Union Suits $1.65 each

TOPKIS

Athletic Underwear

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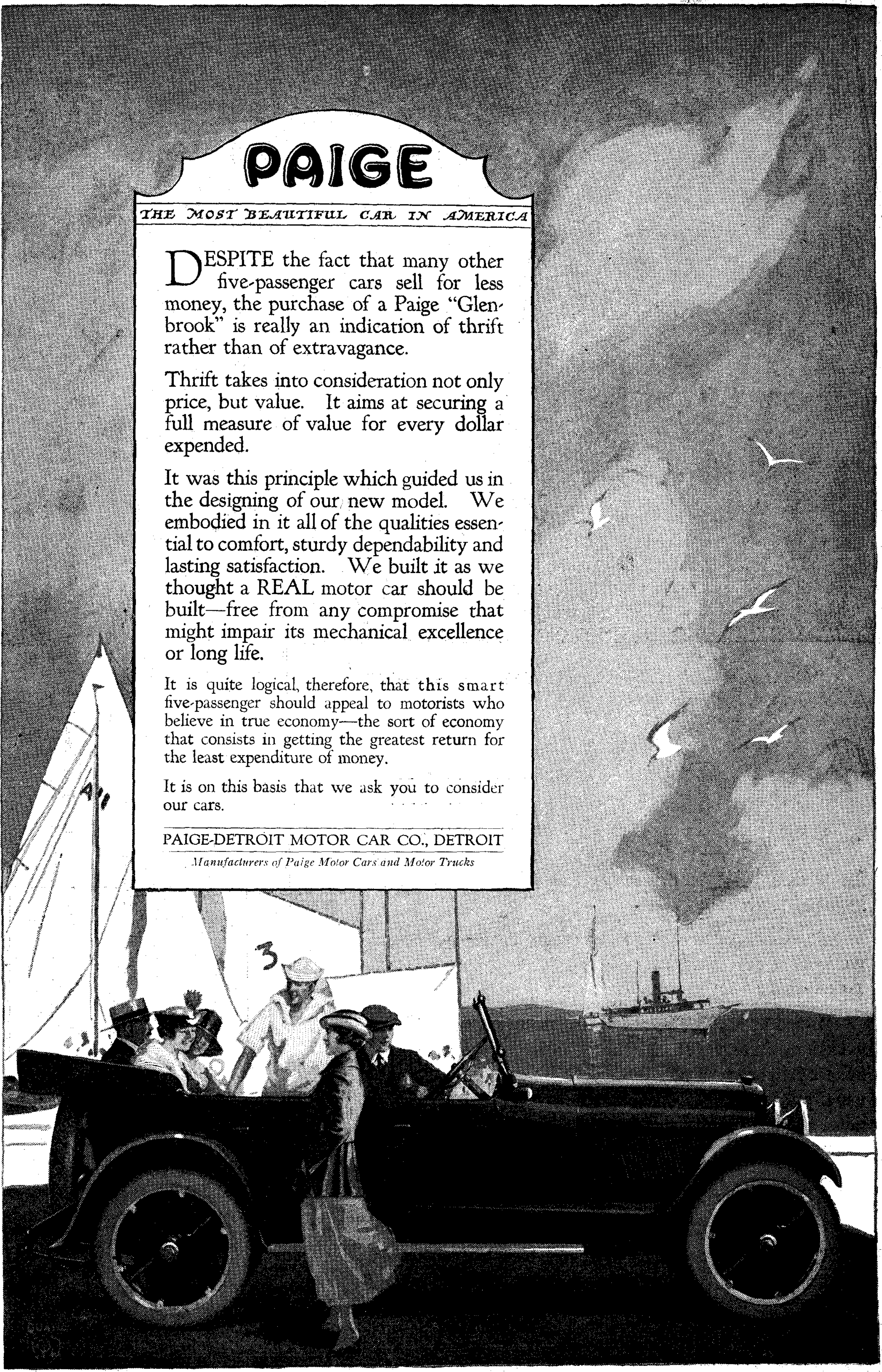


PAIGE

THE MOST BEAUTIFUL CAR IN AMERICA

DESPITE the fact that many other five-passenger cars sell for less money, the purchase of a Paige "Glenbrook" is really an indication of thrift rather than of extravagance.

Thrift takes into consideration not only price, but value. It aims at securing a full measure of value for every dollar expended.

It was this principle which guided us in the designing of our new model. We embodied in it all of the qualities essential to comfort, sturdy dependability and lasting satisfaction. We built it as we thought a REAL motor car should be built—free from any compromise that might impair its mechanical excellence or long life.

It is quite logical, therefore, that this smart five-passenger should appeal to motorists who believe in true economy—the sort of economy that consists in getting the greatest return for the least expenditure of money.

It is on this basis that we ask you to consider our cars.

PAIGE-DETROIT MOTOR CAR CO., DETROIT

Manufacturers of Paige Motor Cars and Motor Trucks whom I became acquainted later, were citizens, could speak English well, and were planning to return to the States after a visit to their folk. One of them had served in the United States Army. Whenever the conversation turned against America, as it usually did, these young men were always ready, with fight in their eyes, to defend their adopted country.

A young Armenian represented another class. When I asked him why he was going back, he said:

"I am going to see what has really happened. I am from Kasseb, a little town near Antioch. Folk wrote me that all the people of the town had been killed; that the houses had been torn to the ground by the Turkish Army. I had a little farm, and they say that all the fruit-trees have been cut down and burned. I go to see."

In this same class were many Armenians, Jugo-Slavs, Serbians, and some northern Italians who were spending almost their last cent to go to the Old World and see with their own eyes what had really happened. They were bewildered. Not all of them were citizens. Many spoke no English. They said that they would not return to the United States if conditions were right in Europe.

Another group had definitely decided not to return. One Serbian, a tall, fine-looking man, had gathered together twenty-five of his fellow countrymen and was leading them back to their own country. He had been in America ten years, and when he left was earning seven dollars a day as a fireman on the New York Central.

"Why are you leaving when you have been making so much money?" I asked him.

"In America no good after first three years. Good money—no good living. Make mooch money, spend mooch money. Me work overtime all last year to make nuff money to go back now. Me write letters to cousin and friends, say, 'You go back to Old Country with me. No money here, no money there, mooch better live in old country.'"

A group made up principally of Jugo-Slavs and Czecho-Slovaks had a distinct idea that they were going to a new world. Their eyes would glow as they told of what the folk had written them about the birth of the new countries. The Czecho-Slovaks, only a few of whom could speak English, had a definite knowledge of their Government's policy to divide up the big estates and sell them to the poorer classes. As one of them exprest it, "We have a new country now, the kind of country we used to fight for when we were young. We have the chance to make it a republic now. We go back to make just the country we want." Of course, they were not planning to come back.

As far as I could discover there was only one anarchist on board. Others had vague ideas of the syndicalist and communist movements, of Soviets and the like, but it was all theory, and very vague at that. This one man, however, was a real anarchist. From a series of conversations I learned his story:

"When I was young I left Italy in search of freedom. First I went to France. I was driven out of France and went to Germany. At last I came to America. There I worked in the mines. Last winter I conducted a propaganda to lead the men out on strike. (He actually used the word 'propaganda.') But only three out of every five men stood by me, and only one man in ten will ever have interest enough to belong to the union. The authorities made it hot for me and told me to move on. I am going to make a last stand now, and if I don't win I'm going to quit the whole business."

Mr. Panunzio says the attitude of the women of the party interested him. While the older women seemed indifferent on the subject of going back to their native lands, most of the younger ones seemed opposed to it. One young woman told him that she liked America because of its facilities for housework, and also because there "A man can kick a woman once; the second time she calls the cop." A thoughtful criticism was offered by an Italian of fifty, a citizen of the United States, who had lived here twenty-eight years:

"Why are you going back to Italy?" I asked him.

"I am not going back to Italy. I am going to Switzerland."

"And why to Switzerland?"

"Because it is the greatest democracy on earth."

"But Americans think that their country is the greatest democracy," I said.

"Oh, America!" he sneered. "The only thing they love in America is bread. The rest is slavery—especially since this reaction has set in. They are crushing out every sign of an advanced idea. They are entering upon a period of autocracy. I came to America because in Italy there was too much oppression in those days, too little free speech, too much spying. What I used to see in Europe thirty or forty years ago I am beginning to see in America now; and the people are so stupidly patriotic that it will be all the worse for them. The world is going to be made over in old Europe now, and then America will wake up."

Mr. Panunzio concludes his article with the observation that so far as he could gather not one of these returning immigrants had received a glimpse of the best of America, and the treatment they had received as they were leaving the United States was "the last straw." Further:

Now they were looking back to their Old World as the land of opportunity, of recuperation, and of the rebirth of broken lives and ideals. America was to them the land of unrealized dreams. Perhaps the most striking example of the way in which foreigners have lost faith in America came to me after I reached Italy.

I picked up a book entitled "America Has Come to an End," in which the author with keen insight and great precision describes those returning to Italy as men whose dreams have ended in disillusion and disappointment.

CARRANZA'S WEIRD FLIGHT FROM HIS CAPITAL

TWENTY-SIX RAILWAY TRAINS, composed of nearly four hundred cars, running close together and forming a solid line of more than three miles, moved slowly out of Mexico City in the direction of Vera Cruz on the morning of Friday, May 7. They were loaded with the Government of Mexico and all its paraphernalia, including the President, Don Venustiano Carranza, fleeing from the Revolutionists, then on the point of invading the capital. Throughout the preceding dark night, amid indescribable confusion, excited preparations for the flight had been going on. There had been much hurrying up and down on the station platform, filled with officers, government officials, and the members of their families. Everybody had betrayed anxiety over the thought of the great adventure upon which they were about to embark, for all knew the desperate chances involved and the uncertainty of the final outcome. "Almost sixteen thousand persons finally entered those trains," writes Sophie Treadwell in an article in the New York *Tribune*, giving a detailed description of the flight, "and of the sixteen thousand all were uneasy, wondering whether or not they should have set forth, asking themselves if the 'old man' was going to make it this time as he did once before." It seems there was just one exception to the general uneasiness. President Carranza, who had more to lose than anybody else, and who probably more than all others knew how slim was the chance of winning, was entirely tranquil, we are told. When all the preparations were completed the President calmly boarded his luxurious private train, consisting of five yellow cars with a red monogram, "R. M." (Republic of Mexico), painted on the sides, the signal was given, and the Government was on the move. With the First Chief rode his favorite, Juan Barragan, a general of twenty-seven and Carranza's Chief of Staff, other generals, and also Alfonso Cabrera, Governor of the State of Puebla, the unlucky Ygnacio Bonillas, Carranza's choice as his successor, and one or two other important personages. Scattered throughout the train, there were a number of generals, members of Congress, eight Supreme Court judges, and between 2,000 and 2,500 clerks, office-holders, and others, including the women of all these. The trains also carried a defending army of 2,200 cavalry and 6,000 infantry, and 4,000 women of the soldiers. As to the formation of this strange procession, we read:

First came the train with the soldiers of General Murguia, then those of General Urquiza, then those of General Pilar Sanchez. The fourth train was that of Luis Cabrera. In this train were two cars loaded with gold coin ($26,000,000), with gold and silver bars, copper ($125,000,000) in *infalsificables*, all the postage-stamps of the nation, the coinage dies from the mint, and all the machinery for the making of the nation's money.

Back of this came the yellow train of the President. Mounted on the pilot of the engine was a French "75" on a swinging base.

Behind the engine were the five cars that made up the Presidential suite. The train had one express-car, one supply-car, and three private cars of great luxury. It carried all the silver service of the National Palace and much of its furniture and many curtains.

Behind the President's train came, in order, the military trains of General Murguia, General Marciano Gonzales, General Urquizo, General Augustin Millan, General Lucio Blanco, two trains of the Colegio Militar, infantry and cavalry, and finally the *elementos* of General Barranca.

This was the military plan. Scattered between the trains of soldiers were supply-trains, passenger-trains, a Red-Cross train (at least a car with two Red-Cross flags flying and carrying a few rolls of bandages and some coslon oil), cars of hay and corn, flat cars carrying twelve automobiles, five trucks and one airplane; car-loads of ammunition, and two car-loads of the most valuable archives of the nation.

The equipment in arms was this:

Two hundred and fifty machine guns, eighty-six water-cooled Colts rapid-fire type, and one hundred and twenty Maxim rapid-fire type.

Of artillery, eight Schneider field-guns, two of seventy millimeter, two of eighty, and four of seventy-five. All these filed pieces came from St. Chamon, France; one *Farman* biplane, two-seater, with a Hispana Suiza three-hundred-horse-power engine (also purchased in France).

Of small arms, seven thousand rifles and two car-loads of spare rifles.

Two car-loads of FNC 30-30 ammunition, packed in cartridge-boxes of one thousand each, and one car-load of artillery ammunition.

One repair car.

An hour and a half after leaving Mexico City the procession of trains came to a stop owing to the discovery that the air-brakes were disconnected. Nearly everybody got out to help remedy this. "*Hay viene el enemigo!*" shouted somebody, and then, as we read:

Five Obregonistas rushed up on horseback shouting: "*Viva Obregon!*" They rode along the train shouting, but made no move to shoot. They were followed almost immediately by eight hundred or nine hundred more mounted Obregonistas, who, like their leaders, shouted, but did not shoot.

The first shot in the bloody retreat of Carranza, a retreat that was to be an almost continuous fight for a week, that was to reach its climax in the biggest battle in the history of Mexico, its end in one of its most brutal murders, was fired by an excited young student in the train of the Colegio Militar. As tho in one flash, the Obregonista added shooting to shouting, and panic and death broke loose.

To the terror of the sound of men shooting was added glass crashing, women screaming, children sobbing. And all were lying on the floors of the cars in a squirming mass.

In the midst of it a *maquina loca*, a wild engine, was sent hurtling into the rear cars. Hundreds, many women of the soldiers, were killed in the crash. The train of General Barranca was captured with the leader and five hundred men. Sixty-seven soldiers were killed. The engineer of General Barranca's train was shot dead, but the fireman escaped by falling to the floor. There he heard the whistle to go ahead from the forward engine, and, reaching up, he opened the throttle. For five miles the train ran on like that before the fireman could find the courage to lift his head from the floor.

Once again the moving Government was under way.

The battle had been short, a half hour. But it was an unhappy defeat for the Government.

Soldiers crowded to their chiefs, crying, expostulating their rifles "died," they said. In the thickest of the *mêlée*, when the bullets of the enemy were flying all around them and rebel generals were shooting their way into trains, hunting out Carranza officers from among the terrified *pacificos*, the guns of the defending soldiers refused to go off.

Charles Hampton, the American artilleryman who had been with Funston, swiftly opened a cartridge or two, shook the powder into the palm of his hand, smelt it, tasted it, spit, and swore. The black powder was, in goodly proportion, black pepper.

Six months ago, on the invitation of Carranza, Japanese munition-makers set up their plant without the City of Mexico and proceeded to the manufacture of arms and ammunition for the Mexican Government. This black pepper-powder was one of their products.

The convoy went slowly ahead. Already had begun to weigh upon it the heavy sense of an unreal fatal hand. The tragedy of the *maquina loca* was not actually known to the trains that went ahead, but the dread of vague but near disaster was everywhere. The train moved slowly across the cactus-covered plains of Apam, past the ancient pyramids of the Sun and the Moon, like some great antediluvian serpent moving, seemingly without reason, but inevitably to its doom.

"The most cynical imagination could not call up a more perfect symbol of disorder and disorganization than this long and various escort to death of Don Venustiano Carranza," says Miss Treadwell. While within his private car Don Venustiano was still saluted as chief, outside there was no chief nor the slightest semblance of order. "The civilians rode like a can full of worms carried to a fishing holiday," we are told. They could not move, only squirm. Further:

The cars of the *trenes militares* were jammed with soldiers, who brought with them all the appurtenances of their domestic life—their wives, sons, and daughters, pigs, parrots, chickens, dogs, cats, and their complete tho meager aids to sleeping and cooking.

Of the sixteen thousand human beings who made up the convoy of the retreating President less than one-half were men. Each one of these, according to his estate and inclination, brought his woman along, or his woman and children. And these screamed, cried, cooked, embraced, robbed, served, and were waited on, all according to their estate and inclination. But, whatever it was, all were everlastingly in the way.

The train just ahead of the President's carried at the very last, behind the platforms, where rode luxurious, high-powered passenger automobiles, a private car *de lujo*, No. 110, of the Isthmus Railroad. From the windows of this car looked out smiling, arrogant, and indifferent *algunas niñas*, elaborately coiffed and drest. From the window of the little buffet at the rear a huge black negro cook laughed with all his thirty-two teeth as he opened imported little French cans and bottles.

This little *serrallo* riding just ahead of the President's train was a constant sense of injury to those who rode behind sitting on the floor or on valises. At every stop a rancorous crowd would gather below the window of Car 110, muttering and murmuring: "Here goes Maria Theresa! Here goes Cantalaura!"

And in the conversation that passed the long hours for all from *Estado Mayor* to simple *soldado* the word most frequently heard was *tracion*. "Treason" was the thing of which each present was accusing each absent.

The run of one hundred miles from Guadalupe to Apizaco took three days. There were at least twenty stops—delays of machinery-breakdowns, delays for water, delays for wire-tapping. All along the line the retreating Government kept itself well informed concerning the doings of the incoming Government. They knew more about the entry of Gonzales and the advance of Obregon than did any of the citizens of Mexico.

As the days passed without further attack, the *gente* grew more confident that they were going to be allowed to go through without further molestation. The *jefes*, too. Not that there would not be further attack—the presence of the two cars of *hacienda* assured that. But that the *fiel* troops planted by Carranza along the line of travel would hold them off. Was it not a fact that in Puebla was the loyal General Guadalupe Sanchez with four thousand men—Lupe Sanchez, a great fighter and a thorough Carranzista? And beyond Puebla to Vera Cruz were there not all the *elementos* of General Candido Aguilar? And was not Candido Carranza's son-in-law?

The greatest cause for anxiety was the lack of water. But in the Presidential supply-train rode 1,200 bottles of a special gold seal French champagne. And ahead of this whirred the wheels of the car with the *niñas*, and ahead of this rumbled heavily the two cars of gold and silver.

When the wire-tappers brought the message of the *salida* of General Trevino from Mexico, with orders from the revolutionary chiefs to get a personal interview with Carranza and offer him guaranties for his safe conduct to the coast, the *Estado Mayor* decided to a man not to receive Trevino.

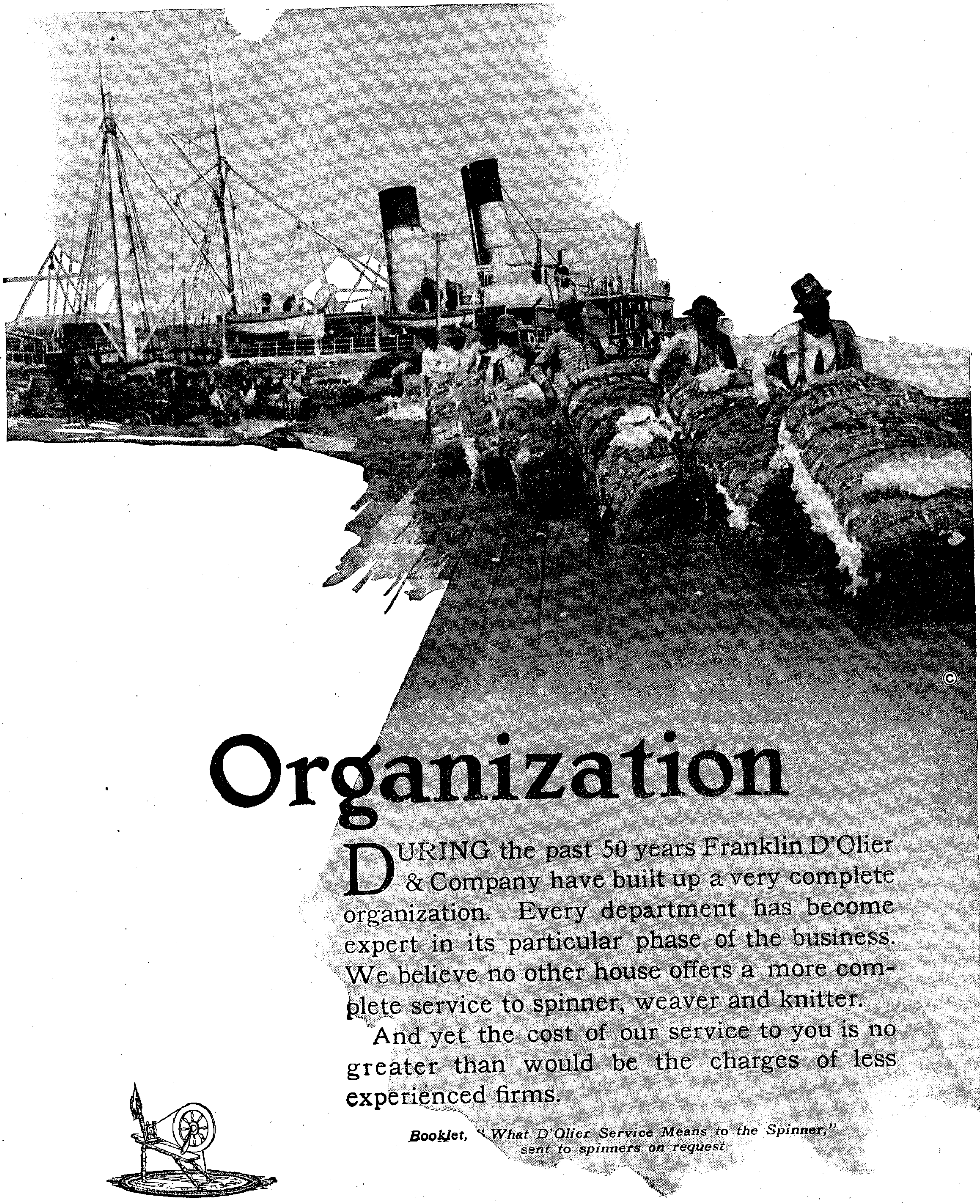
Adelante!

On Sunday, the 9th, the day Obregon, at the head of his *elementos*, made his triumphal entry into the deserted and defenseless capital (even the *gendarmes* were without guns; the "Government" had taken all arms away from them a week before), Carranza fought off the second attack.

A small force of cavalry suddenly appeared out of the hills above Apizaco and cut down on the train waiting at the station. There was a short interchange of bullets. Then the horsemen rode as swiftly away and the train moved as slowly on.

From Apizaco to Rinconada, thirty miles, took two days—an empty, hilly, desert country, hot in the day, cold at night. The train stopt more than ever. All bridges behind were blown up.

Gold was buried. The question of the treasure took on the new side of not only keeping it, but keeping the enemy from getting it.



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Every soldier was paid at first five *pesos* a day. This was raised to ten, and then to twenty. They fought those last days, all admitted, with gallantry. Finally, just before the end, each soldier got a bonus of two months' pay; and each *diputado* and each member of the Supreme Court three months' salary. This day gold was everywhere, and a cup of water cost eithteen *pesos.*

The trip must have been a sad one for Carranza, but every now and then some little bit of comedy took place which, it is said, brought "monumental laughter to the tired soul of the fast-failing leader." Among other things, many of the messages secured through the wire-tapping were diverting. Thus, a Carranzista colonel wired Gonzales that he would go over to the revolution if he could have the rank of general. Obregon replied that he alone had the power to make generals, and advised the ambitious officer to direct his appeals to him. Another message of the same import was directed to Obregon, which Gonzales answered to the same effect as had Obregon the first man's appeal. Then they caught a message that cheered them mightily:

It was a message from Guadalupe Sanchez, whose troops held the country the train was about to enter. This message said that he had the situation in that country in hand and protested his allegiance to Don Venustiano.

That night the engine of the first train nosed into the little station of Rinconada that lies in a plain below a line of hills. All slept easier than on any night since leaving Mexico City, for next day they would start for San Andres, where the protecting army of Lupe Sanchez undoubtedly would hail them. And beyond was Candido Aguilar, the son-in-law. Practically a clear road lay before them. So they dreamed.

They awoke to see the hills before them alive with Obregonistas. And there were many more than they saw, as all night the revolutionary army had been "digging in." Machine guns, perfectly placed, pointed down upon the line of the train.

Carranza alone was unperturbed. General Murguia, the one man of his staff to show any energy or direction, ordered his forces out to the fight. In the dawn he strung cavalry, 1,500 men and horse, at the foot of the armed hill, and behind them infantry. Back of the infantry, ranging his fire perfectly, were the eight field pieces of the American artilleryman, Charlie Hampton.

Carranza mounted the horse that had pranced under him in so many parades down the Paseo de la Reforma. He rode around the artillery protection past the foot soldiers to the front line of cavalry. Carranza himself led the attack. His horse was shot in the right foreleg.

Murguia told his shoeless and ragged little soldiers to go to the top of the hill and not come back. And go up they did into an incessant downpour of lead. They were six hours getting to the top, but they got there.

In the meantime Santanna, the lone aviator, had gone up in his *Farman.* He came back with the report that the enemy were not protected on their rear, that an infantry force could make its way through an opening in the hills to the side of them and come out in back and on top of them.

Murguia ordered this maneuver. Four hundred foot soldiers made their way in the shelter of the frontal attack around to the little town of Rinconada, which they took without a fight. From this base they worked their way up to the top of the hills, and, accomplishing perfectly what they were told to do, swooped down on the enemy's rear. They took four machine guns, two small field-pieces, and five hundred prisoners. The enemy lost seven hundred killed.

No doubt it was a victory. The young general, Juan Barragan, chief of the *Estado Mayor*, got down from the train and mounted an imposing steed.

Within the train while the battle was going on the utmost terror reigned—terror not unmixed with humor. It is said that the *diputado* Don Natividad Macias, on hearing the first shots, ordered his son to enclose the paternal person in green Pullman cushions. When this was accomplished the father's voice came in sepulchral tones from within the improvised dugout:

"My son, these are my last moments. In this tremendous instant, my son, hear the supreme will of your father. Serve only the governments that are constituted on solid bases. Serve them all. But serve no others!"

Among the prisoners taken were two colonels who, until a few days before, had been Carranzistas. They were sentenced by the valiant *Estado Mayor* to be shot for treason. Carranza urged postponement of the execution of sentence, but his now thoroughly aroused aids insisted upon the military necessity of immediateness.

The first captured colonel was taken aside and shot, but the second one offered information of great importance in exchange for his life. He told Carranza of the existence of five mines hidden under the tracks just beyond. The President and his aids went to the spot indicated by the prisoner and there found, exactly as had been said, five immense cast-iron mines buried beneath the ties. Carranza viewed these powerful engines for his death without the slightest visible emotion. He personally directed their removal and the repair of the tracks and ordered the train to proceed.

They went on for three miles and then had to stop for water. The supply was meager and Carranza had twelve dead engines and sixteen thousand thirsty human beings that must have water. Their pause was, therefore, prolonged for the rest of the day and throughout the following night. In the morning the solitary aviator "took off" in his machine to make observations. He came back with the information that on the hills near San Andres were the troops of General Sanchez, led by the general himself, mounted on a white horse and arrayed in a huge hat. But unfortunately for Carranza, Sanchez had apparently abandoned his original plans, and now, instead of appearing as a friend to the fugitive President, he had joined the revolutionists and was on the point of engaging in battle with the man he had said he would defend. The story proceeds:

Almost at the same minute the attack began. All day from 8 until 5:30 Carranza fought off the troops he had counted on for his defense. Sanchez had 3,500 men; Carranza, 4,000.

The battle that raged between them was the greatest ever fought in the history of the hundred years' struggle for Mexican independence.

At night the enemy withdrew into the hills. Perhaps Carranza had won. But it was impossible to go on. The twelve engines were dead from lack of water and oil. Ahead, just beyond the station, Santanna reported the complete destruction of six kilometers of track. Behind all bridges were blown up. Wounded soldiers lay in rows alongside the cars. There were no medical supplies. Nothing was done for the hurt and dying. Women gave underwear generously, but few knew how to bind a wound. There was no water.

One faint hope still lingered. Perhaps Candido Aguilar had been warned of the defection of Lupe Sanchez and had his troops on the march to the aid of his chief and father-in-law.

The next morning, Friday, the 14th, just one week from the confused but confident setting forth, the exhausted and imprisoned trains saw in the first dawn the hills surrounding them literally covered with menacing troops. The *elementos* of Candido Aguilar had indeed arrived, but without their general. Their officers had heard of the turning of Sanchez and, deserting Aguilar, had hurried to join the standard of the *jefe sublevado.* So was the last Carranza hope achieved and lost in one stroke.

The Carranzistas got down from their trains and, stretching out, this time from both sides of the track, went to the attack. Within the first fifteen minutes of fighting 250 unmounted horses returned from the charge.

From the rear Santanna brought the report of the close advance of Trevino with 2,500 Obregonista cavalry.

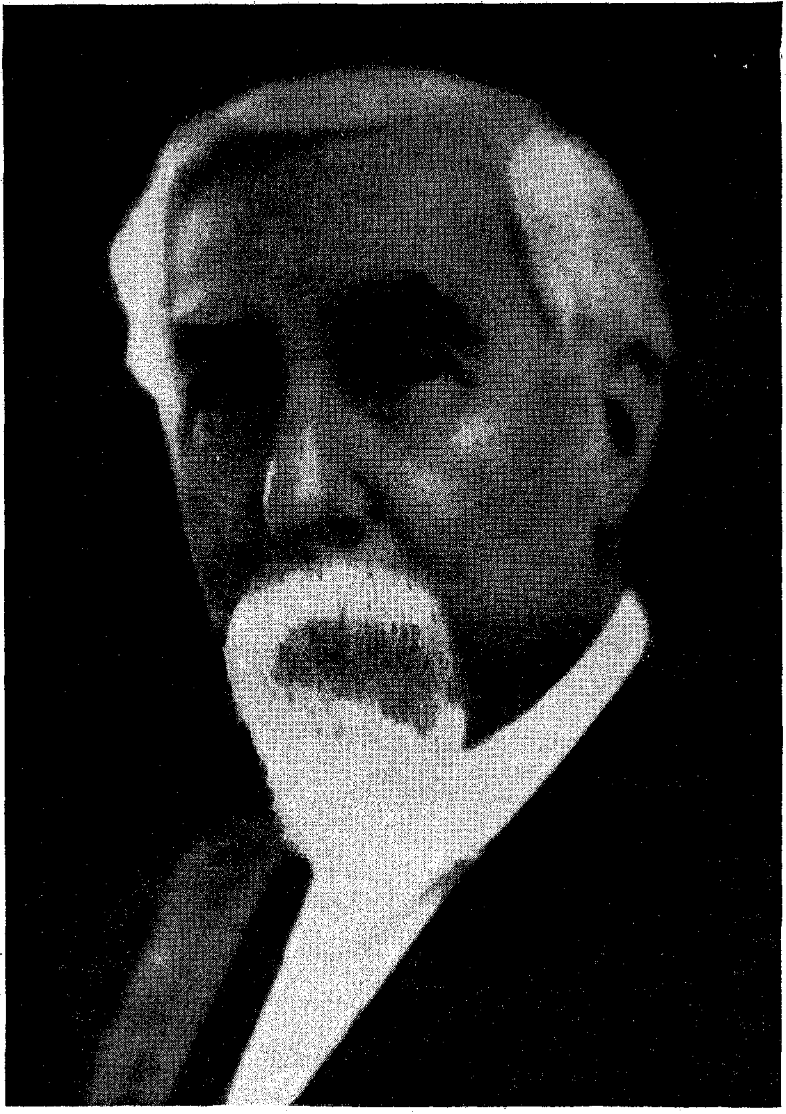
At nine o'clock the desperate Carranzistas poured gasoline on the two cars containing the nation's archives and set fire to all of their records of their own régime and some of the most valuable documents in their country's history. They opened the two cars containing the nation's money and loaded all the gold possible into saddle bags. More was hurriedly buried in a frantic effort to keep it from falling into the hands of their enemies.

All this in the midst of pandemonium. The President ordered all trains abandoned and the march on foot to the town of San Andres. Confusion reigned in the cars—every one trying to take with him what is most necessary. There is indiscriminate dressing and undressing. Many uniforms and pseudo-uniforms suddenly are seen no more. All wish to appear *en civil.*

One good-looking young man, who until that moment had been noticeable for a fantastic military outfit that seemed to have come from some comic-opera wardrobe, suddenly appeared in blue-and-white striped underwear.

The *niñas* in No. 110 got down from their car and began ransacking their huge wardrobe trunks in the dirt and blood and soot of the roadside for their most precious pieces of lingerie. A little boy fell wounded at the step of the President's train. There was a sudden stampede toward the *hacienda* on the left, men, women, and children clutched by terror, a horrible sight. Horses, bridles hanging, dashed blindly here and there.

Only Carranza—and to this all give witness—maintained to the last his extraordinary and impenetrable calm. At 11:40



Henry M. Leland

President Lincoln Motor Company

A Builder of Motor Cars: a Moulder of Men: a Master of Craftmanship: a General of Organization: a Man whose Standards, and Methods, and Ideals have been Models and Inspirations to the Industrial World

HENRY M. LELAND has been called the father of Detroit's motor car industry.

For more than thirty years he has been recognized as one of the World's master craftsmen, and as a leader in mechanical industry—with a record for doing things—and doing them better than they had been done before.

He is known as a man to whom achievement has been a source of greater satisfaction than has monetary gain.

Mr. Leland comes of rugged New England ancestry, and in New England his earlier life was spent.

There he left the imprints of his genius, and his skill, and though many years have passed, those imprints still remain—undimmed.

In the year 1890, he came from New England to Detroit, where for a number of years he engaged in the manufacture of the finer kinds of machinery and precision tools.

He was one of the pioneers in the manufacture of gasoline marine engines.

Eighteen years ago, Henry M. Leland with Wilfred C. Leland, and their associates, brought out an automobile—the first practical and enduring car made in large numbers.

That was followed in almost annual succession by cars embodying intrinsic betterments, greater comforts, greater conveniences and greater utilities. These in their turns became important factors in directing the trend of motor car development.

As an outstanding example of Leland foresight, courage and initiative, one has but to recall their pioneering of the electrical system of starting—lighting—ignition. And where can you find a car that has not followed that lead?

It has been not only a Leland policy but a Leland principle, never in their products to adopt a feature whose worth did not extend beyond its value as a " talking point."

They were Leland-built cars that were awarded the Dewar Trophy—the trophy awarded annually by the Automobile Club of Great Britain to the motor car demonstrating the greatest advance in the development of the industry. Leland-built cars were the only American product ever to receive that wonderful and much-coveted tribute—and the only make of car thus honored twice.

Few places there are in the automotive world but where the Leland influence has permeated; few but where their codes and their methods have been models, and where their standards have been an ideal and an inspiration.

Always unselfish, access to their ways of doing was as an open book. Always have they given freely of their encouragement to the motor and other industries who sought their counsel.

Notwithstanding each car was a greater car than the car before, the Lelands seemed always to be inspired by an insatiable desire to achieve and to surpass.

The latter part of 1914 marked what was up to that time, the crowning achievement of their career.

It was then that the Lelands gave to the world the first eight-cylinder, V-type, high-speed, high-efficiency motored car. The effect and influence of this car upon the industry is too well known to call for comment here.

The elder Mr. Leland (Henry M.) insists that to the younger (Wilfred C.) is due the credit and the honor for the conception of that fine car.

July 1, 1917, the Lelands withdrew affiliation from the motor car industry, that they might engage in the production of Liberty Aircraft Motors for the Allied fighting forces.

Those who know the character of the men, know that something besides financial gain was responsible for their decision.

The epoch making history that followed, and the tremendous task involved, would require volumes to relate; but briefly:—

The Lincoln Motor Company was formed and on August 31, 1917, was awarded a contract to produce 6,000 Liberty motors; later this was increased to 17,000. And the Leland reputation for doing things in a big way—and doing them right—was the predominant consideration in making that award.

Fifty-two acres of land were acquired; an adequate plant was erected and equipped with thousands of specially designed machines and tools.

An organization, meantime, was assembled; its backbone was composed of men who had been associated with the Lelands from three to twenty years or more. They knew the character of their leaders and they were anxious to enlist under the Leland banner.

After one year's development and with 6,000 employees, the Lincoln Motor Company was producing at the rate of 50 motors a day.

Notwithstanding past accomplishments, the Lelands have long looked forward to even greater things. They have looked to the day when they might build a motor car that would be a more true expression of their own ideals—ideals to which the new conditions more completely lend themselves.

And now, that day has come.

For years, that ideal car has been taking form, and is about to materialize.

It is a car which, like the Lelands' past achievements, is destined to blaze new trails and to chart the course of fine car making.

LINCOLN MOTOR COMPANY

DETROIT, MICHIGAN

that morning of the 14th enough soldiers were got together to make a double line stretching from the abandoned yellow train with the red monograms to the hills three miles to the left.

Through these, at a gallop, rode Don Venustiano at the head of a handful of mounted men. They disappeared into the hills during heavy firing from the front and the right. From some one throat, raucous with thrist and dust, came a last "*Viva Carranza!*"

WILLIAM DEAN HOWELLS HELPED THIS YOUNG MAN WRITE A PLAY

A GENIAL SOFTNESS OF VOICE, as "tho there were twins sleeping in the next room," was one of the characteristics of the late William Dean Howells, that impress a young newspaper man, Frank C. Drake, the first time he called on the great writer. The youth had come to discuss a "scenario" he had prepared from one of the author's novels. "A dreadful mess," Mr. Drake calls that scenario, in telling of the incident in an article in the New York *World* discussing Mr. Howells's kindly interest in and helpfulness to young writers. "Years later I used to get to thinking about it in the night and wish I was dead so I could forget it," he says. The embryo dramatist, encouraged by the production, shortly theretofore, of his first contribution to the drama, at a matinée given by students of a school of acting, and feeling that he was now able to tackle bigger things, had written Mr. Howells and asked if he might make a play out of "The Rise of Silas Lapham." The author had replied that this novel had already been dramatized, but had suggested that Drake try his hand at "A Hazard of New Fortunes." This the latter had proceeded to do, and it was to submit to the author the result of his labors on the proposed play that he called, for the first time, at the latter's apartment in New York. "It was a sweltering June day," we read. "The maid ushered me, suddenly weak with awe, into a shady, brown room whose windows, with awnings and Venetian blinds, looked out over Central Park." Further:

When you have horned into the home of a revered celebrity whose portrait and writings you have seen in the magazines since boyhood and who presently is to walk through the opposite doorway and shake hands with you for the first time, your mental camera doesn't focus well on details of furniture, especially when your coat-pocket bulges with the mangled remains of one of his brain children. But it is recalled that there was a big flat-topped desk in the middle of the room and a cool-looking leather settee near a window. Upon this I sat, waiting for the entrance of Mr. Howells with emotions resembling those of a small boy in the anteroom of a more or less amiable dentist.

On the broad window-sill lay a memorandum-pad upon which I recognized a line of Mr. Howells's handwriting—doubtless, I thought, some happy phrase he had jotted down as it came to his mind; sneakingly I read it. It said: "Reprove janitor for squeeeeky stairs." There were janitors, it seemed, even on Parnassus, an irrelevant point of equality which gave me a sort of comfort, tho not enough to quench a wild desire to cut and run and so pass forthwith and forever out of Mr. Howells's life.

Probably remembering the trepidations of a certain Ohio boy of the '60's making his first call upon Nathaniel Hawthorne, and knowing how much worse I must feel after what I had done, the gentle Howells neither kept me waiting long alone nor appeared himself suddenly and all at once. With unforgettable tact he had commissioned his daughter to come in first with apologies for his delay and other casual talk. So that when presently I found myself shaking hands with a stoutish little pink and white gentleman whom I seemed to have known all my life my pulse was fairly normal. Except for being coatless and in a white outing shirt for which he apologized he was just like his pictures. And for all the shrewd chinkiness of his eyes they had a look which I can only think of as incredibly sweet and clean.

"Isn't it dreadful?" he was saying, referring to the heat; "I simply had to have a shower before I could see you."

His voice had a genial softness, as tho there were twins asleep in the next room.

Then he took me into a little alcove off the main room, I not knowing what to say nor how to say it, and in a panic lest he should want to read my "scenario" while I was there, wondering, too, if I ought not to begin by bringing up the subject of dividing our royalties, so clearing the decks for the purely artistic side of our enterprise. But he never let on that he wished to see the scenario—and he must have known the fun he could have had with it—merely inquiring, as tho of some recognized expert, if I had found it necessary to change the general scheme of the story, and urging me not to hesitate to do so if any of the scenes could be made stronger for stage purposes. He let me understand, tho, that I mustn't "strengthen" (he laughed as he used the word) any of the characters.

"You know what I mean," he said, "giving them 'exit lines' and making them storm at each other, and all that." And in some insidious way he soon had me telling, very simply, how much of the story went into the first act, where the second act ended, and so on, in a most practical series of questions. And when he saw that I was confused, or attacked with embarrassment, he led the talk away from the subject, tho always keeping it near the stage.

I remember his words pretty well, because I made notes of them after I got home, and wrote an interview out of them, for I was so green and crass that I didn't know until I tried to sell it that I should have to submit it for his approval before any editor would print it. And I never dared do that. But I am glad I made the notes.

"Mr. Longfellow," he said reminiscently during one of my attacks, "was greatly obsessed with the idea of writing for the stage. I remember his telling me once what a disappointment it had been to him that none of his New England tragedies—'Giles Corey' and the others—had been acceptable. He did have one of them in rehearsal in Boston, when I was with *The Atlantic*, and used to get me to sit with him in the empty auditorium and watch the actors laboring with his blank verse. He would spend whole afternoons, fascinated with this process and with the scenic preparations. But even Boston wouldn't come to see the play numerously enough to suit the box-office, and it had to be taken off. He was very miserable over it."

When, finally, I had floundered through my proposed last act of "A Hazard of New Fortunes," and he had genially refused to let me have one of the ladies faint—remarking that people in New York society never make a scene by fainting, and that fainting on the stage was as cheap a device for a situation as having somebody of supposedly good breeding eavesdropping behind a screen—I felt that by this time he surely must be expecting to talk royalties. So I thought to break the ice by speaking of the great financial rewards of the successful dramatist.

"I have been told," I said uncomfortably, "that Mr. Barrie's royalties from 'The Little Minister' run as high as $1,500 a week."

Mr. Howells smiled, partly toward me and partly out over Central Park.

"It's enough to rouse all our very worst passions, isn't it?" he said, and immediately switched to the practical question of how we should best go about our collaboration.

He said he should soon be leaving for his summer place at Kittery Point, Maine, to remain there through September; and that in October he was booked for a lecture tour. Therefore we must devise some system of working on the play simultaneously by mail. I imagine the whole business must have taken his fancy from the start, so that he had already been thinking out a scheme; for after asking what my summer plans were (as if I had any!) he suggested one at once, which was that I should mail him a clean, wide-spaced typewritten copy of each act as I finished with it, and that while he was revising and rewriting it I would be getting another act ready for him; and he wholeheartedly insisted that I could write him fully and freely whenever I found myself "stuck" over a situation. Then, as each act came back with his revision, I was to retype it, with further revisions of my own, and remail it to him for final consideration; and so on, until the play suited "us," as he so democratically put it.

And so it came time to go. But some perfidious imp inside of me still kept urging me to have a business understanding before I left.

"Mr. Howells," I stammered, "what—what terms do you think will be fair—between us?" He looked at me in a puzzling way.

"Terms?—oh, you mean dividing the swag!" Then he added, chuckling and taking me gently by the elbow, "I think we sha'n't quarrel about that—anyway, unless you want me to take it all!" And so laughingly followed me to the door, and never mentioned "terms" again, not even after the finished play had started on its rounds to the managers.

"And do come down and see me again," he said, "not just about this thing, you know, but come in any afternoon for a chat with me."

As we were passing through the living-room a slender man with a long face and very transparent whiskers was coming in.

"Hello, Matthews!" called Mr. Howells, and presently sent

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me off with my fingers tingling from his own handshake and that of the professor of dramatic literature at Columbia.

Thus ended the first visit, and the young man went home ecstatically and began work on Act I. In giving him permission to dramatize the novel, Mr. Howells had kindly offered to help him in any way he could, and the last part of Mr. Drake's story consists largely of letters from the author containing suggestions and revealing his interest in the undertaking. Being a novice in the writing of plays, young Drake had some peculiar ideas as to how the thing should be done. "I innocently fancied that the scene of the big climax would be more impressive on the inclosed veranda of a mansion on Riverside Drive than in the somber exclusiveness of the brownstone on Madison Avenue, where Mr. Howells had placed it in the book," he says. He goes on:

His characteristic reply to my suggestion gives a good notion of how diligently he was pursuing the gratuitous summer job the newspaper brat had wished on him; and a good idea, too, of the thousand kindly checks he put upon the dramatic foolishness of forward youth. That he allowed me to keep him distracted with this sort of thing for seven long months to come hints at what manner of man it is who dies in the love of all who ever knew him. Here is the letter:

"My Dear Mr. Drake: I am sorry to say that the Riverside Drive veranda does not strike me favorably; but if you can justify it in the working out, I am willing. It is a strain, however, in every way—out of key with the book, and with the society facts; Mrs. Hern could not live in the Riverside Drive. We must remember that we have New York to deal with at close quarters. "Yours sincerely, "W. D. Howells."

Here are some letters written in August from Kittery Point which show how young and zestful a man can be at sixty. Some one had told me that Mr. Belasco could do better with the play than any other manager, and I had written Mr. Howells to that effect.

"I have just read Act IV, and it seems very strong. I want to language it a little differently in places, and then I will send it back to you. It moves me greatly.

"If Belasco will make the most money for us he is the man for our money. Your whole letter has interested me extremely.

"My daughter plays in some theatricals at York Harbor tomorrow night, when your Raspberry Shrub will be given. "Yours sincerely, "W. D. Howells."

With much diffidence (by this time!) I had written to suggest a radical change in the dénouement of the story, making it, as I thought, better suited to a popular play, and was prepared for a stinging refusal on his part, and perhaps a cancelation of the whole undertaking. I got this:

"You are right. *Conrad*, in the play, must not die. It must be old *Lindau* who tries to speak from the window, and is shot dead there. Send back that scene of Act IV and I'll write it all in at once. I see it *en bloc*. It will strengthen the play every way. In Act V we can have *Conrad's* and *Fulkerson's* promised marriages. Hurrah! "Yours sincerely, "W. D. Howells."

And this one, written later on the same day, reveals the lightning vision with which he reassembled the broken plot:

"I wrote you to-day suggesting that Act IV should end with the death of *Lindau* addressing the mob from the office window instead of *Conrad*. This will intensify the situation with *Miss Vance*, in whose arms *Lindau* dies. Now let Act V begin with that talk between old *Dryfoos* and his wife about going back to *Moffatt* (page 300, Volume I, Chapter 3). Toward the end *Mila* rushes in with 'Fawther, fawther! There's been somebody killed at the *Every Other Week* office! I do hope it ain't *Conrad!*' Scene with both father and mother. *Dryfoos* rushes distractedly out to verify the rumor. While he is gone, *Conrad* and *Margaret* come in, and tell of *Lindau's* death. *Dryfoos* returns, and in a burst of joy at finding his son alive, is reconciled. *C.* and *M.* own their engagement, and *Fulkerson* and *Miss W.* come in to announce theirs. This act can happily assemble all the characters. If you will contrive it and write in the dialog as you think best, I will go over it carefully, and I think we shall have a strong close. "Yours sincerely, "W. D. Howells."

I had started the first act with the venerable stage device of an explanatory conversation between two housemaids. Here is Mr. Howells's little essay apropos:

"You will see what I have done to Act I. Servants are a bore, and I've cut them out. As it stands, I think the act is good and seizes the spectators' interest. Act I is always a prolog. The best we can do is to make it interesting. Act IV, I think, closes rightly. It was a maxim of Boucicault that the audience must be privy to every secret in a play. The surprize must be for the persons in the action who are not knowing to it. Therefore, it is right that the spectators should be aware that *Conrad* is not killed, in order to rouse their noble pleasure in old *Dryfoos's* remorse while he erroneously supposes his son dead. "Yours ever, "W. D. Howells."

By December the play was finished, save the suggestions referred to in the following note of the 2d. Observe the shrewd veto he puts on my fool notion of getting a parcel of theatrical managers together for a reading of it:

"I return the two acts with a few suggestions. I think they need 'fattening,' a little, from the book; but you can do that as well as I. I mean, aren't they a little short?

"Upon reflection, I am totally against the notion of a reading such as you suggest. It would surely kill the chances of the play; the managers, in one another's presence, would be afraid, any of them, to like it. "Yours sincerely, "W. D. Howells."

Shortly afterward, in its finally approved state, the play was submitted to Mr. Daniel Frohman. Two months later it came back with this enclosure, which I forwarded to Mr. Howells, saying I should, of course, try somebody else:

"My Dear Mr. Drake: I return your play entitled 'A Hazard of New Fortunes.' There would be no success, financially, in a play of this kind, tho it is interesting as reading matter and interesting from other points of view. With many thanks, however, I am, "Yours very truly, "Daniel Frohman."

And all Mr. Howells said, after seven months of unremunerative, tiresome work and bother, was this:

"I am sorry, but it can't be helped. I hope you will have better luck with Mr. Litt. "Yours cordially, "W. D. Howells."

But neither Mr. Litt nor anybody would take a chance on "A Hazard of New Fortunes." I don't even know where there is a copy of the manuscript. But I got to know a very great man —simple and genuine as bullion—whose gospel was kindness.

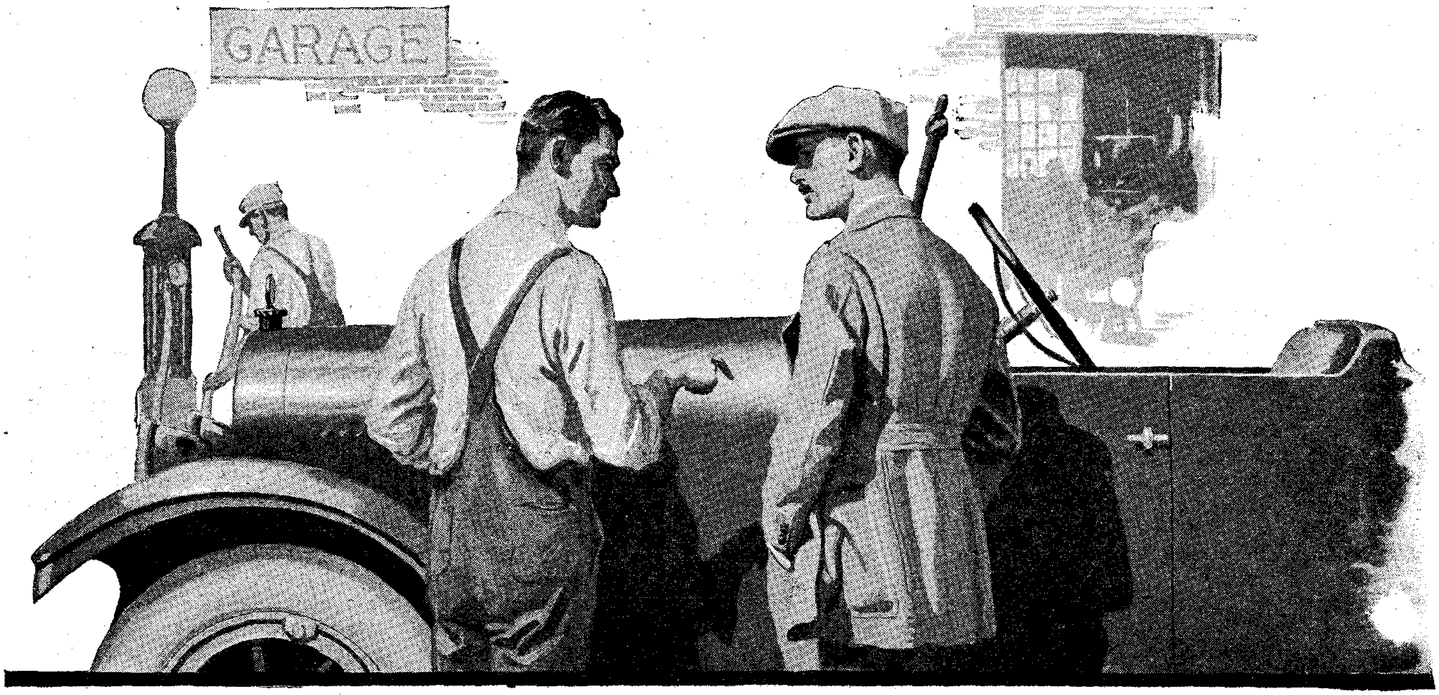
THE FOUR "DARK-HORSE" PRESIDENTIAL NOMINEES IN AMERICAN HISTORY

THERE IS A SPORTING FASCINATION about the term "dark horse" that appeals to the imagination of political romancers, perhaps all the more so because the success of such inconspicuously colored animals is far from being as frequent as might be gathered from the amount of conversation they inspire. The very words "dark horse" recall historic scenes of sudden enthusiasm, conventions swept off their feet in wild stampedes, triumphs of the obscure and disinherited knights of the political lists, the downfall of well-groomed favorites, and the tragic wreck of long-nursed booms. It is a term, lexicographers say, borrowed from the talk of the race-tracks, and given popular currency by two celebrated English novelists. According to a writer in the Kansas City *Star:*

Thackeray in his "Adventures of Philip" probably first used it in its political significance, when he made *Philip* say referring to some talk about a candidate for Parliament, "Who is the dark horse he has in his stable?" Lord Beaconsfield elaborated the allusion in his novel, "The Young Duke," and *May Dacre*, the heroine, who gave her name to the "dark horse" had many namesakes in the racing calendars of fifty years ago. But Beaconsfield's reference was to a real horse-race. Here is the paragraph:

"The first favorite was never heard of, the second favorite was never seen after the distance post, all the ten-to-ones were in the rear, and a dark horse which had never been thought of rushed past the grand stand in sweeping triumph."

So much for the genealogy of the picturesque little phrase that has been so long a favorite with the politicians and served to bridge many a dull gap in convention gossip. Now let us figure a little on past performances, as the bookmakers would say. The convention system dates only from 1830. Before that the careful forefathers of the Republic took no chances with the volatile proletariat or electorate, as the case may be. They left no bars down for dark horses. The first four Presidential nominations were dynastic in principle, the next five were named by "King Caucus," which was the invidious name finally earned by the conclave of party leaders and wise men who met every four years in the capital to decide on the candidate the people should vote for—small chance there was in those



"The 10-minute talk that netted me 6 to 8 more miles to the gallon"

One case of the practical help that motorists everywhere are getting from garage men and auto-accessory dealers

"I HAD stopped for gas, and was complaining of the low mileage I was getting.

"'What *are* you getting?' asked the man at the pump.

"'Eleven miles.'

"'It's not enough from your car. You ought to get more.'

"And in ten minutes he showed me how to increase my mileage, then told me how I could always judge the general condition of my car by the number of miles it would go on a gallon.

"He adjusted the carburetor to a leaner mixture, gave the tires more air, pushed the spark lever up where he said it belonged, and told me how to tell when the motor was carbonized.

"I never got more real information in ten minutes in my life—and from that day I have actually got 6 to 8 more miles to the gallon. Do you know, I now go miles out of my way to have that man look over my car."

Do you know

—where to look for starting, lighting and ignition troubles?

—how to keep battery from running down?

—when carbon is forming?

—how to keep your carburetor adjusted to the varying grades of gasoline?

—when to change the lubricant in the crankcase, when to lubricate the transmission and differential?

—how to keep your brakes safe?

—how to tell when your engine is missing?

—how to detect a slipping clutch?

—how to keep spare tires from deteriorating in sunlight and air?

—how to eliminate the commonest cause of an overheated engine?

—how to tell if you are losing power through leaky valves?

How experienced car-owners avoid the usual string of unnecessary troubles

There is one way for the car-owner to get the advice he needs. In the United States today there are 50,000 garages and automobile accessory dealers. Every one of these men has back of him an average term of experience of from four to five years—four to five years *studying automobile troubles and how to avoid them.*

It is not too much to say that the car-owner who welcomes the ideas and follows the advice of his dealer can lengthen the life of his car from two to five years, and save hundreds of dollars in operating it.

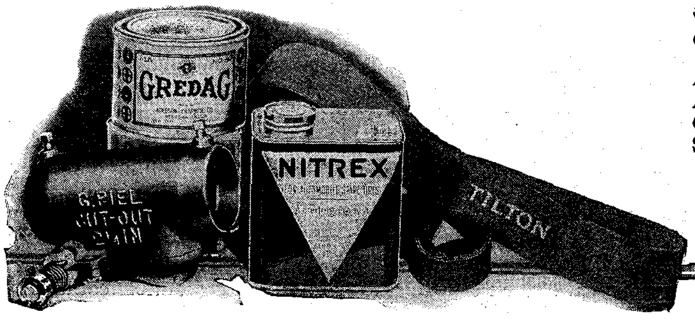
To every car-owner in the United States, we make the following suggestions:

Keep in close touch with your local garage man and accessory dealer. Tell him when anything goes wrong on your car. Get him to take a personal interest in how your car runs.

Be guided by his advice in the matter of repairs and accessories.

Above all, don't try to "go it alone." Don't try to make technical decisions without the technical knowledge.

Trust your dealer, make a friend of him, and take advantage of the service he is ready to give.



This announcement is one of a series being presented in the interests of a closer relationship between the motoring public and the dealers who supply their needs.

Acheson Graphite Co., Makers of Gredag
Arthur S. Brown Mfg. Co., Makers of Tilton Fan Belts
G-Piel Co., Makers of G-Piel Muffler Cut-Out and Long Horn
Sterling Varnish Co., Makers of Nitrex, the protective coating for spare tires

Sales Department
EDWARD A. CASSIDY COMPANY, INC.
New York City

days of cut-and-dried politics for anything that had the least semblance of an off-colored entry. The campaign of 1824 witnessed the downfall of "King Caucus" and a free-for-all field, wherein any one that could read might run. In 1830 the anti-Masonic party tried their hands at a national convention —historically the first; but the real era of conventions dawned with 1832, with the ascendency of the Democratic party and the man who knew how to handle conventions and let no dark horses get by him—Andrew Jackson.

Since 1830 there have been something more than fifty national conventions in this country to nominate Presidential candidates, and in all that time only four dark horses were able to pull out of the shadows and "sweep past the grand stand in triumph." They were James K. Polk, Franklin Pierce, Horatio Seymour, and James A. Garfield. Altho popularly supposed to be of the dark-horse strain, Rutherford B. Hayes and William Jennings Bryan can not qualify under the rules. Both were unexpected nominations, but each was duly placed in nomination before the convention and voted for on the first ballots cast—Hayes received sixty-one votes on the first ballot, Bryan 119. Bryan, however, to all intents and purposes was a "ringer." "Silver Dick" Bland was the logical candidate of the free-silver crowd and looked like a sure winner, but Bryan accomplished the "sweeping off the feet" performance by his famous cross of gold and crown of thorns speech. And there are some who say that the Bryan stampede had been carefully and adroitly planned long beforehand. Hayes was a "favorite son," who profited by the "anything to beat Blaine" movement.

The first genuine dyed-in-the-wool "dark horse" was James K. Polk, of Tennessee, and the Democratic convention of 1844, which nominated him, is memorable for several reasons besides that of originating the first dark horse. Specifically:

It was the first to bring about a nomination by the process known as "stampeding the convention," and it was the first to have its proceedings reported by telegraph, and the only convention also that ever nominated a Vice-President who declined the honor. The name of the latter gentleman deserves to be remembered. He was Silas Wright, of New York. He declined to be part of a ticket which he thought was the result of treachery to his political chieftain, Martin Van Buren. Van Buren, who had been elected President in 1836, and defeated by Harrison in 1840, was the leading candidate for renomination before the convention of 1844 in Baltimore. He had begun his campaign immediately after his defeat in 1840, and in the three ensuing years twenty-four of the twenty-six States, in their Democratic conventions, had declared in his favor and his nomination looked like a foregone conclusion. Before the national convention had assembled he had a clear majority of the delegates instructed for him, and his only formidable competitor seemed to be General Cass, Calhoun having withdrawn from the race, tho his name subsequently went before the convention.

Then suddenly the situation changed as if by magic. The Texas-annexation question was projected into the campaign as a paramount issue, and Van Buren took a stand against it. This alienated the Southern delegates and the convention assembled amid intense excitement and bitter feeling. A canvass showed that Van Buren controlled enough instructed delegates to be nominated on the first ballot, unless the two-thirds rule, inaugurated by Jackson, was put in force. This was done, and it sealed Van Buren's fate. On the first ballot he had twenty-six majority out of 325 delegates—ten less than enough to nominate by the two-thirds rule. The Southern delegates deserted Van Buren and for seven ballots divided their votes among various candidates, but none developed sufficient strength to win. On the eighth ballot, the New Hampshire delegation sprung the name of James K. Polk, "the bosom friend of General Jackson and a pure, whole-hog Democrat." Alabama and Tennessee followed the lead of New Hampshire and by this time the convention was in an uproar. The New York delegation, headed by Ben Butler, asked leave to withdraw for consideration. Returning in a few minutes, Butler made a ringing speech and cast the vote of the New York delegation for Polk. This brought all the delegates to their feet and the "stampede" began, characterized by scenes of the wildest confusion. Before the final result was announced, Polk had polled every vote in the house, and the first "dark horse" had gone under the wire.

It was a Democratic convention, meeting at Baltimore, June 1, 1852, that staged the next "dark-horse" *coup* by the nomination of Franklin Pierce, who, says Henry Watterson in his memoirs, was "the handsomest of the Presidents" and "the least known of the possibilities." It was the least interesting of political conventions, enlivened by no burning issues and dominated by no strong personality. It was simply a battle of favorite leaders, the chief contenders being Cass, Buchanan, Marcy, Douglas, Lane, and Houston, with Cass leading on the first ballot with 116 votes, the number necessary for a choice being 188. Forty-nine ballots were taken before a choice was made, and Pierce's name had not been mentioned until the fifteenth ballot. Virginia then cast her fifteen votes for Pierce and tried to start a stampede, but the convention was still too fresh to respond. On the thirty-sixth ballot Pierce gained fifteen more votes, and from that on slowly gained until he had fifty-five on the forty-eighth ballot. Then, on the forty-ninth ballot, the weary delegates, worn out with the fight for their favorites, began a real stampede to Pierce, and on the final count he received 282 votes as against six for all the other candidates. His nomination was a great surprize to the country, and more than one newspaper came out the following day with the query, "Who the devil is Pierce?"

The Democratic convention of 1868—the "forlorn hope" convention that was to nominate a man to beat Grant, the war-hero, who had been nominated by the Republicans—introduced a new wrinkle into the "dark-horse" game by nominating the man who was presiding over the convention—Horatio Seymour, of New York. There were 317 delegates in the convention, 212 being necessary for a choice. The favorite candidates were George H. Pendleton, of Ohio; Winfield S. Hancock, of Pennsylvania; and Thomas A. Hendricks, of Indiana. There were a half dozen other candidates, including Salmon P. Chase, Lincoln's Secretary of the Treasury, who received only half a vote. Pendleton polled 156 votes on the eighth ballot and was dropt on the nineteenth. Hancock never received more than 144 votes, and Hendrick's highest mark was 132, on the twenty-first ballot. The fight had narrowed down to a seemingly hopeless deadlock between Hancock and Hendricks, when, on the twenty-second ballot, a delegate with a stentorian voice arose and cast a few votes for "Horatio Seymour, of New York." Seymour, who was presiding, arose to voice a protest, but was howled down. Men rushed to the platform, and there were hurried consultations between the delegations. It was just the psychological touch that the jaded convention needed. Seymour withdrew from the chair and the stampede began, amid the greatest excitement and enthusiasm, until he was made the nominee by the full vote of the convention.

Only once in the history of the Republican party was a "dark horse" put over, says the writer, and refers briefly to that historic occasion:

It happened in the spectacular convention of 1880 that nominated James A. Garfield, known as the "Third Term Convention." It was here that the carefully nurtured third-term boom of General Grant, then freshly returned from a triumphant world tour and apparently riding the top wave of enthusiasm, went down to defeat, with the famous phalanx of 306, headed by Roscoe Conkling, standing by him without the loss of a man to the end. It was here that the Plumed Knight for the second time lowered his crest to an unlooked-for contender in the lists.

It was one of the most memorable as well as most tumultuous conventions ever held. It convened in Chicago, June 2, 1880, and was attended by over fifteen thousand people daily. Senator Conkling was the leader of the Grant forces and Senator Hale, of Maine, was the Blaine manager. Garfield, at the head of the Ohio delegation, was for John Sherman, and placed him in nomination. The two notable speeches of the convention, long considered classics of convention oratory, were those of Conkling nominating Grant and Garfield nominating Sherman. Conkling's, while a masterly effort, made Grant's cause hopeless by its bitterness. On the other hand, it was Garfield's speech, full of stately periods, wise and timely counsel, and clinging phrases, that won him the nomination. Conkling's speech began with all the imperial grandeur and loftiness that he knew so well how to assume—"When asked, whence comes our candidate, our sole response shall be, he hails from Appomattox and its famous apple-tree." At its conclusion, the convention consumed thirty minutes in an orgy of enthusiasm.

Then Garfield arose to "still the waves." "Gentlemen of the convention, your present temper may not mark the healthful pulse of our people," he reminded the yelling delegates. "When your enthusiasm has passed, when the emotions of the hour have subsided, we shall find below that calm level of public opinion from which the thoughts of a mighty people are to be measured and by which their final action will be determined. Not here is the destiny of the Republic to be decreed for the next four years, but by four million of Republican firesides, where the thoughtful voters, with their wives and children about them, with the calm thoughts inspired by love of home and country, with the history of the past, the hopes of the future, and reverence for the great men who have adorned and blessed our nation in days gone by burning in their hearts, it is there God prepares the verdict which will determine the wisdom of our work to-night."

It was a speech for Sherman, but the convention could not

ONE does not "pack" an Indestructo Wardrobe Trunk in the usual sense of the word. Instead, one's garments are hung upon hangers or laid in shallow drawers, ready to be worn at the end of the journey, fresh and unrumpled.

The capacity of these trunks is amazing, while the utmost safety of their contents is always assured by Indestructo construction.

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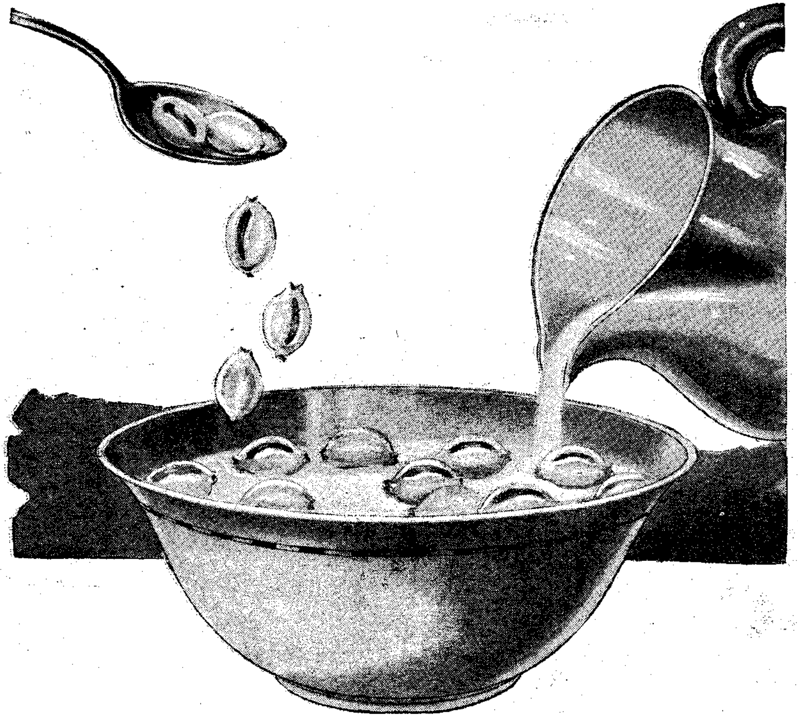


An invention

which has revolutionized July

Think how many new delights Prof. Anderson gave summer when he invented Puffed Grains.

The milk dish now has Puffed Wheat floating in it—thin, flimsy, toasted bubbles of whole wheat.

Breakfast brings the choice of three Puffed Grains, each with its own fascinations.

Puffed Rice now adds to berries what crust adds to a shortcake. Or a nut-like garnish to ice cream. And between meals hungry children get some Puffed Grain crisped and buttered.

Every day in summer, millions of people now enjoy these supreme food delights.

But don't treat them like mere tidbits

These flaky, flavory bubble grains seem like food confections. But two are whole-grain foods, remember. And all are scientific.

They are made by steam explosion. Every food cell is thus blasted so digestion is easy and complete.

They are the best-cooked cereals in existence—the only cereals so ideally fitted to digest.

They are all-hour foods. They make whole-grain foods tempting. Let children find them handy, morning, noon and night.

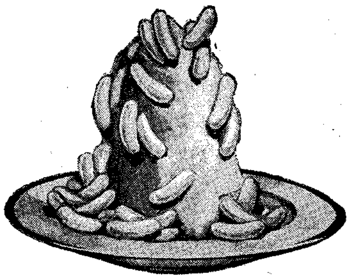
Puffed Wheat

Puffed Rice

Corn Puffs

All bubble grains

Also puffed rice pancake flour



Now ice cream
Is garnished with these airy, nut-like bubbles.

The Quaker Oats Company
Sole Makers

PERSONAL GLIMPSES
Continued

forget the man that made it, and out of the hopeless depths of a deadlock they turned spontaneously to his leadership. For three days the convention balloted. On the first ballot Grant received 304; Blaine, 284; Sherman, 93; Edmunds, 33; Washburne, 31, Windom, 10. There was little change when the thirty-fourth ballot was reached. When the count on this ballot was completed it showed seventeen votes for Garfield. Garfield arose from the body of the convention to challenge the vote on the ground "that it contains votes for me, and no man has a right, without the consent of the person voted for, to announce that person's name, and such consent I have not given."

Senator Hoar, the presiding officer and a friend of Garfield's, was quick to see the psychological effect of the incident, and prevented Garfield's withdrawal by refusing to recognize his protest as a point of order "I interrupted him in the middle of his sentence," Mr. Hoar relates in his memoirs, "as I was afraid he would say something that would make his nomination impossible, or his acceptance impossible, if it were made. I do not believe it ever happened before that anybody who attempted to decline the Presidency of the United States was prevented by a point of order, or that such a thing will happen again."

Garfield's seventeen votes marked the beginning of the stampede. The band-wagon had started, and two ballots later he was nominated with 399 votes, 378 being necessary to a choice.

MEXICO IN THE BACKWASH OF THE LATEST REVOLUTION

"THERE is no news in this dispatch," admits Sidney M. Sutherland, a correspondent for the Chicago *Tribune*, introducing a budget of Mexican data which he recently managed to send by courier from the perturbed Mexican city of Monterey. However, he opines, "there is a world of information for Americans" in his "disjointed tale of a Mexican pilgrim in quest of first-hand information in Mexico." He was the first American, he says, to enter the revolution-slashed republic after the railroads were cut early in May. In the way of most Yankee reporters, he managed to find some humor in spite of the preponderance of grim and depressing information that he collected in the course of his brief journey. He writes:

With passport in hand Thursday last, I approached one Monahan, the guardian for Uncle Sam at the Laredo international bridge—that is, the Rio Grande—there's no bridge. Somebody burned the six-span steel structure ten days ago. They have built a pontoon nearly across the two-hundred-yard-wide stream. Just now you're poled across in skiffs.

Monahan looked at my passport and me, and told me to forget the Mexican consul's visé, as there are as many consuls in Laredo as there are factions in Mexico, and to proceed and to pray God to give mercy to my immortal soul.

I stept from civilization to five centuries ago, to old shacks, narrow, filthy

PERSONAL GLIMPSES
Continued

streets, to crawling, fly-dotted beggars, to men in tatters, women in rags, and children in less than fig-leaves. There is one tram of one mule-power, dozens of ill-smelling, makeshift dirty saloons (but the Mexican beer surely is cold and palatable! Oh, boy!), and hanging like a pall over all the people and businesses, the "wish-to-God this thing would stop and we could get back to work" feeling. Every human expresses more confidence in this régime than in any since old Porfirio Diaz departed.

And there is a new spirit toward Americans. Somebody—and one ventures to credit General Obregon with the idea—passed the order everywhere to defer to things American and cut out the nonsense. Obregon visited several American camps during the war and the Great Lakes to see the United States when we meant business and had stifled the pacifists. Everybody on both sides of the river told me no one could go south. So I jumped into a coach and was driven to the barracks where Col. J. F. Borquez commands the border between Eagle Pass and Brownsville and south to Monterey. I told him who I was and what I wanted. After officially informing me of Monterey's fall, he promised to comply with all my requests.

Telling me to return at 10 A.M., Friday, he dictated a safe-conduct pass. It is the most complete document I ever saw and has worked wonders—I only hope I don't present it to the opposing faction and get shot during the confusion.

Borquez, voicing what all the other rebel generals have told me since, said solemnly and earnestly:

"We're tired of fighting. Ten years of strife have sapped us until the last Mexican virtues—patience and forbearance—have been exhausted. Carranza would have had us in trouble with America, and we can't stand for that. We want peace and a chance to work. That is all. To get it we must be at peace at home and abroad. The rebel chieftains all rally to us because Carranza meant trouble, and our plan means the simplest program of all—peace and work.

"Carranza represented pro-this and pro-that, political autocracy, personal frigidity, private revenge, and pure graft. You will notice the revolution swept most of the republic without a hundred shots being fired. That shows at once that Carranza was not what they wanted and what our plan is. Please be good enough to send only one message to your people—'Have a little patience and we will make the grade.'"

I was at the station at ten Friday. There was a water-tank car, a flat-car, and a caboose made of a converted box-car. Borquez and the director-general of railways in the north—J. D. Rodriguez—were deaf to all suggestions to buy a ticket.

But did we start at ten? We did not. We left at three in the afternoon. They had just one engine at Nuevo Laredo, the most important northern port of Mexico, and that one engine would not work. They filled it with water and oil and surrounded it with profanity, and finally, with twenty sandaled native workers secured by a local and an improvised draft act, we limped away. I use the word limped advisedly. There is not a wheel in northern Mexico that has not been dilapidated by Old Father Time and Kid Revolution.

HEINZ
OVEN BAKED BEANS

THE FIRST TASTE proves to you how good *baked* beans can be, and you realize that there is something about them that is different.

This delicious taste is due partly to the quality of beans selected, and to the Heinz tomato sauce with which they are prepared. But the main factor is the *baking* in dry heat in real ovens.

When Heinz Beans are taken out of the can, they are never crushed or mashed. Each bean is brown, rich, appetizing, whole and uniform. They are inviting.

Heinz Baked Beans with Pork and Tomato Sauce
Heinz Baked Pork and Beans (without Tomato Sauce) Boston style
Heinz Baked Beans in Tomato Sauce without Meat (Vegetarian)
Heinz Baked Red Kidney Beans

Some of the
57

Vinegars
Spaghetti
Apple Butter
Tomato Ketchup

HEINZ
BAKED BEANS
WITH PORK AND TOMATO SAUCE
HEINZ
57

All Heinz goods sold in Canada are packed in Canada

PERSONAL GLIMPSES
Continued

After ten miles of jolting and heat the train was stopt by a burned bridge. The Obregonistas had burned ten between Laredo and Monterey in order to delay Carranzista reenforcements to various towns. They did not want to destroy more than was necessary, as was evidenced by the fact that they wrecked only little culverts and not large spans. "Most revolutionists think they are Germans in Belgium," comments the correspondent, and proceeds:

We alighted. Instead of tearing in and removing the charred ties and twisted rails and building a new culvert, the entire outfit sat down to think. They thought and thought. They lay first on one hip and smoked corn-shuck cigarets, and then smoked and lay on the other hip, thinking rapidly all the while. I took a picture then, mentioning that I thought they might do something. They thought that a snappy idea, and immediately fixt the bridge and went on, only losing an hour.

Fifteen miles farther we stopt again. This time it was a burned bridge, and a temporary track was laid beside it over the shallow creek bed. Heavy rain of the night before had softened the creek bottom, so that the track sagged like Palmer's May-day "Red" uprising. The crew got jacks, picks, and shovels and ran some big timbers lengthwise under the ties. I took a picture, smoked a cigaret, and thought: "What a long way to Mexico City and real news!" They gave the signal to start—the Mexicans cheered for their favorite President, favorite bull-fighter, patron saints, and favorite brand of beer. I stood a hundred feet to one side, watching the train through the camera and waiting for it to turn over. It did not, and my watchful waiting was like Wilson's—it produced nothing.

Finally we advanced. That is, we advanced fifteen miles to a place where they had removed rails and by burning had twisted them. We laid new ones on new ties and proceeded. When we reached Rodriguez, fifty-five miles from Laredo, it was seven o'clock. There we found an engine which had been derailed and overturned the day before. It had righted itself, and we hooked it onto our train and took it back north, our engine and tank-car continuing south.

I climbed on the narrow platform in the rear of the tank-car and we went on.

We reached Lampasos at nine. I was immediately surrounded by armed rebels in a bewildering variety of raiment and escorted before Gen. Juan M. Garcia, governor-elect of Nuevo Leon, and commandant of the army of the north.

My letter from Borquez produced the proper effect, and I was told I might go south on the military train at dawn.

There were no hotels nor restaurants, and I was famished. The town is five miles from the station. I saw a lighted doorway several hundred yards away. I went over, found some women, and asked for food and shelter.

The women held a lantern up to my face, and, exclaiming in Spanish, "It's an American, and young," they said they would do their best.

By the light of a smoky lantern they prepared and gave me the starboard thigh of a young goat boiled in grease, onions, and chili hotter than the hinges of the inferno. I gobbled it down with the appetite of a starved coyote and ate several flat cakes of corn-pone and drank a glass of goat's milk.

Meanwhile a wrinkled, withered old relic of nine matrimonial engagements—and willing to go further—had prepared the war-correspondent's couch. This consisted of one blanket spread on a narrow sidewalk outside the house. I looked it over and scratched my head, in which the "young visitors" already had found breeding-place.

I asked for a pillow and they gave me a small sack of corn in a pillow-slip.

I asked for a sheet and they gave me a tablecloth. I gave up—took off the Bill Hart puttees and shoes and lay down. Immediately I sneezed. I sneezed many times. Sometimes it was because of furious speedy ants looking my brain over via my nostrils and sometimes because a prankish young local dog insisted on licking off the goatish flavor from my lips.

Just as I was about to doze off I was startled by a wild fusillade at the station. The women screamed and moaned. I rolled into a near-by gutter. It turned out to be only rebels at their third bottle of *mescal*—a wettish combination of vitriol (bluestone), tobacco juice, and an unexpurgated edition of Ruth Randall's diary. I dozed off, only to be reawakened by a *caballito de gas*—a little horse of gasoline—as the Mexicans call a railroad velocipede.

"*El consul Americano!*" screamed several rebels.

I drest and rushed over to meet Randolph Robertson, the livest wire in the American consular service in Mexico. He has taken dozens of Americans and British out since the last trouble began. He has smoothed over a dozen "causes of war" in the last two years. His station at Nuevo Laredo has more friends than any in Mexico. Ask anybody in Mexico. He has had aviators released, he has won the respect of Mexicans, the gratitude of Americans, and has played the game for years.

He was bringing in two Americans. They ate fried goat and went on north, and I returned to bed and to sleep at twelve, with the stars close down over my bed.

One of the native women wakened me at five with a cup of coffee placed on the sidewalk by my pillow. I turned to get a cigaret and turned back to find the family parrot perched on the rim of the cup drinking my coffee and swearing at me fluently in Lampasos Spanish.

At noon the military train with General Garcia started for Monterey. He kindly consented to let me ride. I crawled in the caboose and went to Villaldama, where the first passenger from the north in ten days overtook us, and we switched, arriving here at five to-night with Robertson, who is on his fifth trip guarding American interests and who is taking this message north.

On both sides of the road for a hundred miles to here are evidences of ten years' revolutions' destructions. Houses have been burned, fields are in weeds, there are no cattle, no land is cultivated, people are apathetic, dumb, dazed, and hopeless.

But all have hope in this new crowd, saying, "If they can not straighten it out, who is left?" The answer is: nobody of Mexican blood.

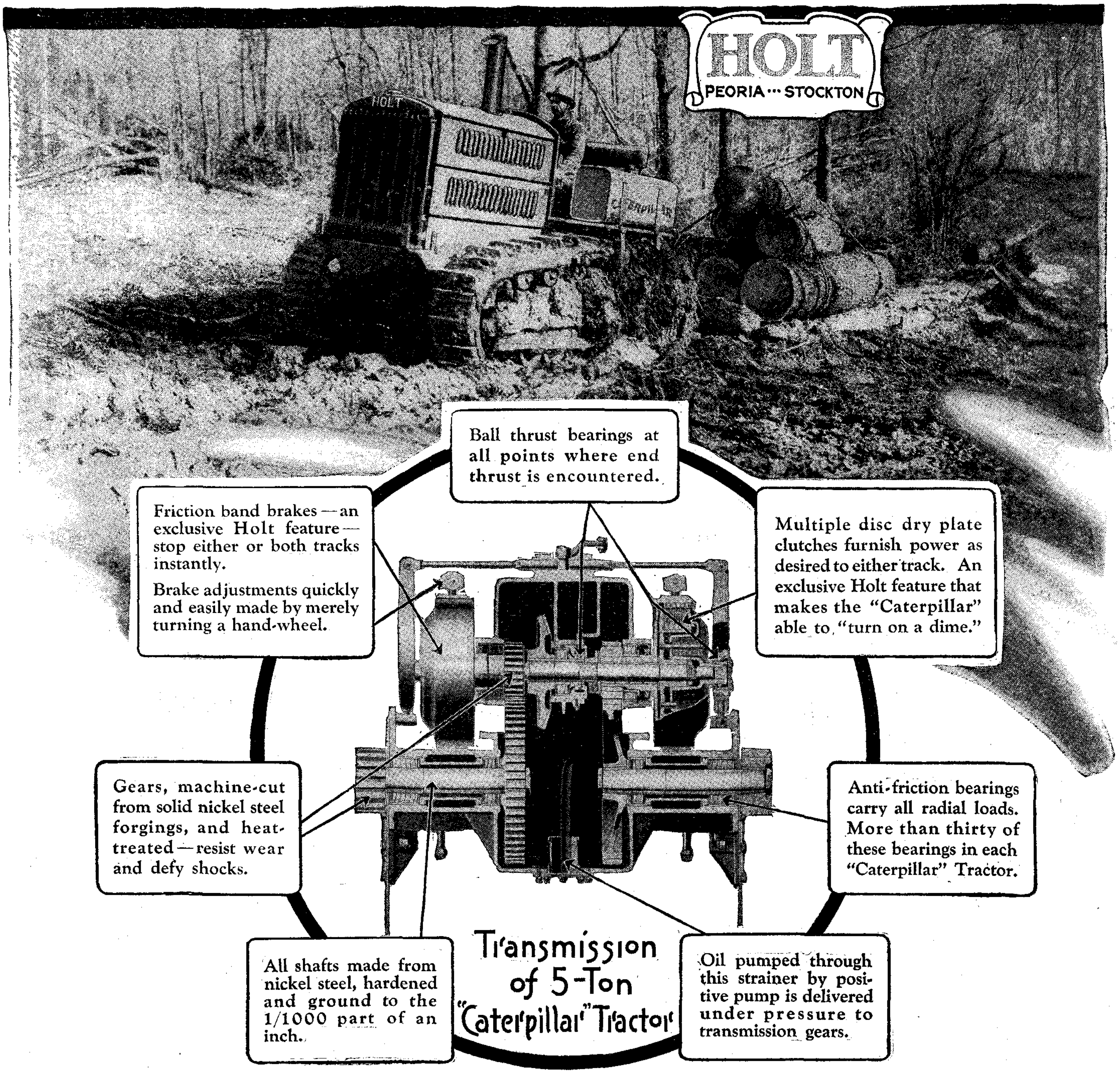
HOW THE EMANCIPATED TEUTON REACTS TO HIS NEW FREEDOM

A REAL Havana cigar seems to be the most common material object used by the German proletarian to remind himself in a tangible and satisfactory manner of the changed conditions that have come about with the abolition of "*ordnung*" and "*verboten*" signs and the institution of ostensible "*Freiheit*" in the Fatherland. "Every German has had a raise in wages or salary," says a recent observer of Berlin life in the Springfield (Mass.) *Republican*, "and to every man the increase has meant the luxury of at least one cigar a day." So, with the fragrant Havana between his teeth, the citizen sallies forth, we are told, to jostle and push his discourteous way through the crowds and to perpetrate any inconsiderateness that may best express his emancipated creed. This seems to be one of the Teuton's pet methods of showing the world that he is no longer bound down by restrictions of any kind. The assumption of a rude and insolent manner by the rank and file is not the only change for the worse observable in Germany, however. Among other things, we learn that the minute the yoke was off, the world-famed German thrift took flight and has never been heard of again. Attention is called also to the air of vast importance displayed by the average person one meets to-day, recalling, it is said, the aggressive sagacity of inexperienced youth and expressing itself in various crude and often ridiculous ways. It seems to be emphatically the day of the proletarian. The former aristocrats are reported to have withdrawn to unrevealed regions or farther off into foreign lands. We read on:

One of the best pictures of sudden, unexpected prosperity in this autodepleted Berlin that I can call to mind is the garbage driver in thick boots, stout clothes, with wild dash, and wonderful muscle urging his four-in-hand to wild flight along the streets as he puffs at his real Havana. His salary runs into the thousands, and it is said that many an ex-army officer has grasped at this lucrative job to keep the wolf from his door. The acme of prosperity is symbolized by that glowing Havana in the right hand of the garbage man; the genteel-looking men, standing in shabby lines along the curb in front of some cigar-store and waiting their chance at the possible purchase of some base *ersatz* cigar, presents a pathetic contrast to that nabob of sweepings.

While the Kaiser's son is clerking in a bank and many a noble family are selling luxuries and heirlooms to get a little food, the proletarians are spreading themselves in office and spending sumptuous salaries in lavish ways to vaunt their new-found freedom. The treasurer of state, a onetime school-teacher of unknown name and repute, finds it necessary to send his whole family to Switzerland for the winter months, where the best hotel is just good enough in which to recuperate from an attack of the grip.

A little tradesman who retails coal and kindling-wood at top-notch prices is proud, under the new order of things, of his family



Ball thrust bearings at all points where end thrust is encountered.

Friction band brakes — an exclusive Holt feature — stop either or both tracks instantly.

Brake adjustments quickly and easily made by merely turning a hand-wheel.

Multiple disc dry plate clutches furnish power as desired to either track. An exclusive Holt feature that makes the "Caterpillar" able to "turn on a dime."

Gears, machine-cut from solid nickel steel forgings, and heat-treated — resist wear and defy shocks.

Anti-friction bearings carry all radial loads. More than thirty of these bearings in each "Caterpillar" Tractor.

All shafts made from nickel steel, hardened and ground to the 1/1000 part of an inch.

Transmission of 5-Ton "Caterpillar" Tractor

Oil pumped through this strainer by positive pump is delivered under pressure to transmission gears.

"Caterpillar" Tractor Design and Performance

From the war-tested Holt motor, on through the master clutch, transmission, drive members and Holt-treated track, invention, engineering ability, skilled workmanship and careful inspection combine to produce the acme of dependable and economical tractor performance.

There is but one "Caterpillar"—Holt builds it

THE Holt Manufacturing Company INC.

PEORIA, ILL. STOCKTON, CAL. CATERPILLAR Reg. U.S. Pat. Off. New York, N.Y. Spokane, Wash.

DU PONT
WAR SURPLUS PLANT SITES

Big Pottery Plant Locates at Hopewell

Latest enterprise established at Hopewell by well-known pottery men gets advantages of low-priced fuel, direct water and rail transportation and ideal climate

ANOTHER strong, vigorous industry has joined the rapidly-growing number of American enterprises locating at Hopewell, Virginia.

The Hopewell China Corporation, organized by well-known, thoroughly experienced and progressive pottery men, with substantial financial backing, is among the most recent concerns to take advantage of the natural and acquired advantages of Hopewell. The officers of the corporation helped, during the past twenty years, to make East Liverpool, Ohio, the world's pottery centre.

The purchase includes a five-acre tract of land with railway sidings already built and two modern factory buildings with more than 50,000 feet of floor space.

The buildings were found to be so suitable for pottery manufacture that eleven kilns can be installed immediately and production of high grade table china started within a few weeks. The directors of the corporation have already voted to enlarge the plant to twenty-two kilns within the next two years.

Knowing the pottery situation as they do, these men unhesitatingly predict that during the next decade Hopewell will become the centre of the pottery industry. They base their prediction upon facts they have discovered for themselves after a great deal of investigation.

Climatic conditions at Hopewell are ideal for the pottery industry. It never gets too hot or too cold. There are no extremes of weather to interfere with production or the health of employees.

This pottery firm is the pioneer in its field to take advantage of the opportunities at Hopewell. Others are bound to follow. Hopewell is fertile ground for growing industries.

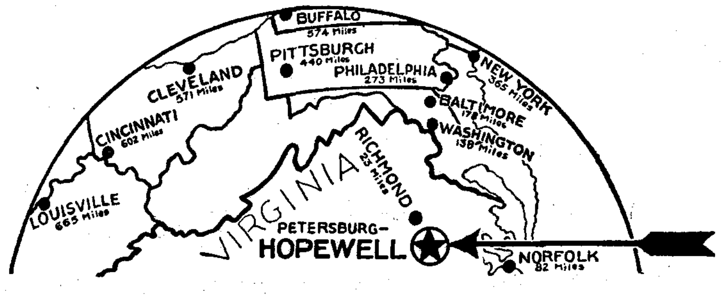
Why not be the pioneer in your industry to place a plant here? You, too, can reap similar advantages at Hopewell, "America's greatest industrial opportunity." Here are some of the advantages it offers:

Factory buildings ready for occupancy.
Plant sites with railway sidings.
Low-priced power.
Plentiful supply of contented labor.
Homes for 12,000 families.
Abundance of pure water.
Best rail and water transportation.
No harmful municipal restrictions.
Climate mild and healthful.

Investigate Hopewell. Find out more about its advantages. It may mean the most important move you ever made to solve your production problems. Write, wire or phone.

One of the largest and best trained technical staffs in the world is at the disposal of Hopewell industries

Du Pont Chemical Co., Wilmington, Delaware
Petersburg Chamber of Commerce, Petersburg, Va.



HOPEWELL

of girls who attend the pay-school; the aspiring *Frauleins* excel in English and French and play Mozart and Bach on the brand-new piano in the parlor adjoining the shop, where the Herr Papa is doling out homeopathic allotments of coal and chips of wood. Yet in spite of his prosperity he feels that something is wrong, and sighs for the return of the old order of things, under which—as he assures his customers—there were form and decency, and he was not compelled to have dealings with an uneducated rabble of proletarian managers.

A number of interesting examples are given of how the conception of *Freiheit* affects different individuals. The emancipated German with the cigar, we are told:

Even takes it into the overcrowded subway cars reserved for non-smokers. It makes no difference to him if he singes the expensive furs of the women or burns holes in dresses impossible to replace. No woman's complaint can move the heartless conductor to remonstrate with such a cigar-armed violator of the law.

Not every woman, however, is helpless under such circumstances. One stood out as champion of the law and her rights, calling the attention of the transgressor to the sign "Non-smoker."

"That's nothing to me," he answered. "*Freiheit* reigns, and I can do as I like."

"If that is your idea of freedom, then I will show you mine"—and with that she took the burning cigar out of his mouth and cast it out of the window of the fast-speeding car.

But *Freiheit* awakens higher aspirations in other breasts. Cooks and servant-girls, for example, are translating their higher wages into profitable English lessons, with dreams of America in their heads. They have heard of a German cook who went to America several years ago and is now earning $50 a week—that means 250,000 marks a year, the salary of a great bank president or captain of industry!—and she is now writing to her former mistress, whom she knows to be in distress, offering to buy her Chippendale furniture, old lace, or anything else that she can spare.

The shop-girl, too, has her ideas of *Freiheit*, duly expanded by her frequent raises in salary and her shortened hours of work. You see at once that she belongs to the highly manicured Lydia Languish type as she condescendingly brings you a few pairs of shoes, leaving to you the task of putting them on and lacing them. Little she cares as to how they fit or whether the styles are right the while you struggle with the shoes and wonder whether the price will soar still higher before you can get them on.

The most amusing conception of *Freiheit* that I have encountered was at the post-office the other day, where I went to mail a registered letter. The little bureaucrat behind his pigeon-hole window, bristling with *Freiheit*, thrust the letter back at me and told me with dilating eyes that under the new régime he did not have to lick stamps on letters any more—those monarchical licking days were over, and I could perform that office myself. When I remonstrated at his tone rather than at the import of his remarks, a whole regiment of other little bureaucrats howled to me from behind other windows: "No,

PERSONAL GLIMPSES
Continued

we don't have to paste stamps any more. It's the law. You can do that yourself."

Sometimes a whole organization expresses its private grievance in a more formal and methodical manner. The popular concerts at the Philharmonic, with an average evening attendance of two thousand, have a rather primitive but fair plan for seating people by luck rather than according to price. The entrance fee is uniform, but at the door two fair damsels meet you with a hat full of tickets, from which you take one at haphazard. It all depends upon the gods—not your pocketbook—whether you are well seated or not.

Berlin, once famous as the cleanest and best-regulated city in the world, is beginning to present a new aspect. Handsome bridges, elegant houses, and the spotless crystal-glass show-windows are gaily pasted with bills on every possible and impossible subject; and these are left to be torn off inch by inch by the resentful winds. Cleanliness is still maintained in a way, indeed, but the army of street-cleaners in white uniforms, who in old days could be seen plying their trade with neatly painted carts and wagons, is a thing of the past.

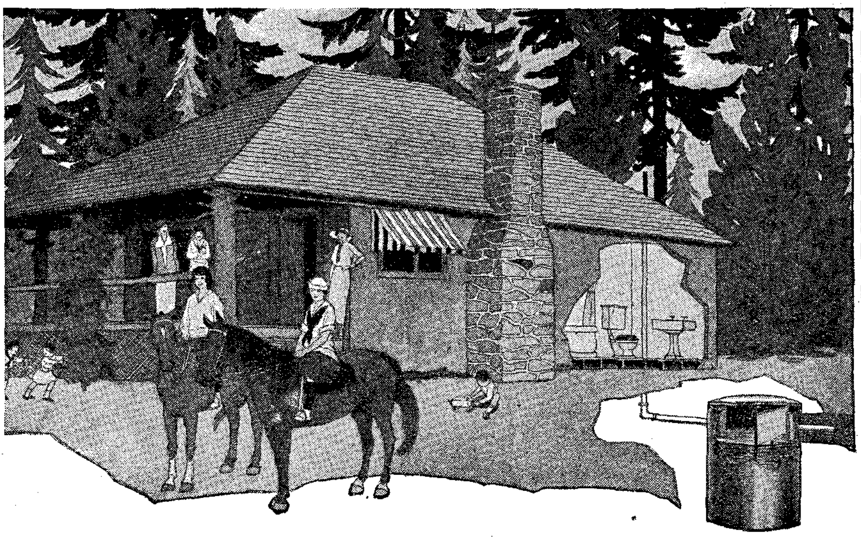
Since bosses are out of style there is a more go-as-you-please gait in all work. One snow-shoveler was heard saying to his companion:

"Man, why do you work? Quit! Your pay will be here just the same."

UNCLE SAM'S OLDEST EMPLOYEE, CAPTAIN COLE, OF KENTUCKY

THO thirsty colonels may no longer mix their juleps, Kentucky still has her speedy horses and beautiful women, and now comes news that Uncle Sam's oldest employee, both in years and length of service, is a resident of that justly famous State. Capt. Stephen Samuel Cole, Indian fighter, veteran of the Mexican and Civil wars, has served the United States seventy-five years, and at the age of ninety-five still helps to keep green a national cemetery where his comrades sleep. According to a writer in the Louisville *Times*, Captain Cole attributes his longevity to a lesson taught him by his mother: "Do right and just by all mankind. If you can not say a good word for a man, never say a bad one. You may do a great injustice. Have good neighbors and friends by being neighborly and friendly with those about you. Then you'll have no worries and live to ripe age." Captain Cole, according to this same chronicler, stands six feet, weighs 175 pounds, walks with soldierly erectness, has no use for a cane, reads without glasses, shoots squirrels out of tree-tops, and bowls over rabbits. And this notwithstanding that he has endured the hardships of pioneer days and has been twice wounded. The brief biography continues:

As keeper of the National Cemetery at Camp Nelson, Jessamine County, the veteran warrior keeps sentinel-like guard



Sanitation—the problem in summer camps and cottages

All outdoors for the kids to roll around in; deep, sweet sleep with the pine-air in your lungs; man, that's *living!* But say, don't you miss the comforts of your city bathroom? Well, why not take them with you to your camp at seashore, lakeside or in the woods?

There are several good water systems tha are easy to install. Perhaps you already have one. The next step is to put in a Sanisep Portable System. Sanisep is the first thoroughly satisfactory system of sewage disposal to be placed on the market. It is so simple that you can install it below ground anywhere out of doors—miles from the city—and forget it. A Sanisep System with running water never needs attention.

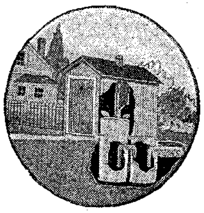
A Sanisep System gives exactly the same household conveniences as a connection with city sewer system. The kitchen sink drains into it. So does the wash bowl, the bathtub and the toilet. The cost is moderate.

"How it works" is clearly described in a booklet now ready for mailing. Don't postpone writing—DO IT NOW!

SANISEP
Trade Mark Registered

Portable Systems
(PATENTED)

Sewage Disposal Systems for Residences, Schools, Mines, Mills, and Industrial Villages.



Outhouse type
A special outfit for premises not supplied with running water. House and floor will be furnished, if desired.

CEMENT PRODUCTS COMPANY
WILMINGTON NORTH CAROLINA

BRANCH OFFICES:

NEW YORK
39 Cortlandt Street

PITTSBURGH
Oliver Building

OMAHA
602 Paxton Block

CHICAGO
Standard Oil Building

SEATTLE
14 Haller Building

SALT LAKE CITY
204-207 Scott Building

ATLANTA
31 Peachtree Arcade

[S]
CEMENT PRODUCTS CO.
WILMINGTON, N. C.

Gentlemen: Please send me particulars of the "SANISEP" Sewerage System. I am interested in

☐ Modern bathroom type
☐ Outhouse installation
☐ Dealer's proposition

Signed ____________

Address ____________

City ________ State ________

Have You Good Intentions?

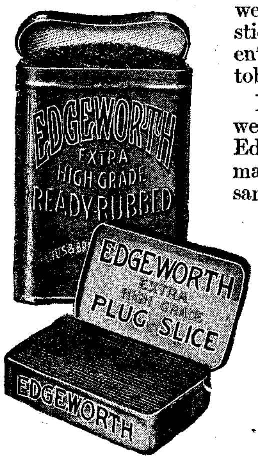
A short time ago the following letter came to us:

Gentlemen:

We have come to the conclusion that the day you people stop making Edgeworth will be the same day we quit smoking. Every now and then we try to smoke some other kinds of tobacco, but they're no good; we always come back to Edgeworth. We've tried every kind, from scrap to the kind that comes all sealed up in tins at four bits an ounce.

We would like to say here that if Edgeworth cost three times what it does now, it would be well worth it for the quality you give. What are we writing this letter for? Well, it seems to us that people are quick enough to complain, but far less willing to boost a product. It's a grand and glorious feeling when the boss comes in and says, "Great piece of work, boys!" Well, that's the way we feel about Edgeworth.

This letter was signed by two artists. We value highly their generous approval. It proves by the written word as well as by sales that sticking to quality makes enthusiasts over your tobacco.



However, in a way, we're bound to keep Edgeworth up to the mark. We send men samples, when requested. Edgeworth either sells itself or we're just so much out of pocket.

When a man throws himself back in the good old easy chair and lights up a bowlful of Edgeworth, he's judge and jury.

He's going to compare Edgeworth as it fragrantly issues from his lips with every smoking tobacco he has ever used. Edgeworth must be better or he won't take it on.

We've been offering samples for several years. They have done pretty well for us.

Perhaps you've read a number of our advertisements. Possibly you've often made up your mind to send for samples, but forgotten your good intentions.

If you've had this good intention once or more before, why not act upon this one now?

We don't make any wild predictions that it's just the tobacco for you, but it has quality—and friends.

Merely send us a postcard containing your name and address. If you'll add the name and address of your dealer, we'll see that he has Edgeworth to sell you in case you like it.

We will send you samples of Edgeworth in both forms—Plug Slice and Ready-Rubbed.

Edgeworth Plug Slice is formed into flat cakes, then cut into thin slices. One slice rubbed between the hands makes an average pipeful.

Edgeworth Ready-Rubbed is already rubbed. Pour it straight from the little blue can into the bowl of your pipe.

Both kinds pack neatly and burn evenly, owing to their even quality.

For the free samples which we would like you to judge, address Larus & Brother Co., 5 South 21st Street, Richmond, Va.

To Retail Tobacco Merchants—If your jobber cannot supply you with Edgeworth, Larus & Brother Company will gladly send you prepaid by parcel post a one- or two-dozen carton of any size of Edgeworth Plug Slice or Ready-Rubbed for the same price you would pay the jobber.

PERSONAL GLIMPSES
Continued

over the graves of more than five thousand sleeping comrades of the Civil War. He is still in the employ "of the best Government the world has known," the only employer he has ever worked for.

Captain Cole was a neighbor of President Zachary Taylor, under whom he served in the Mexican War. He was born in Jefferson County, Kentucky, near the Zachary Taylor farm, April 15, 1826, and spent his boyhood days there with his parents, Stephen Cole and Henrietta Wheeler Cole.

When he was still in his early teens his father moved to a farm in Floyd County, near New Albany, where he lived until he entered college at Greencastle, Ind. With William Glenn, a schoolmate, he ran away from school in 1846 and joined the United States Army at Indianapolis. He was put into the Fourth Cavalry Dragoons and sent to the Rio Grande on the Texas and Mexican border, where he did patrol duty and fought Indians.

Going into Mexico with regular troops when the Mexican War developed, he was with Gen. Zachary Taylor in the battle of Buena Vista. Later he was ordered to Lower California with Gen. John C. Frémont's cavalry. He did scout duty and protected settlers in North Dakota, Washington, and Utah. In 1859 he was put on post duty at St. Louis, Mo., and while there received his first furlough of six months.

He was personally acquainted with President Abraham Lincoln and at the outbreak of the Civil War was commissioned a First Lieutenant in the Twenty-eighth Indiana Cavalry. Later he was put in command of the First United States Marines and sent with General Grant's army.

After valiant service at Walnut Barrow, Vicksburg, he was offered a lieutenant-colonelcy of the Fourth Arkansas Division, refusing it to remain with his command. Later Governor O. P. Morton, Indiana, had him take charge of the 144th Indiana Regiment, and he went to Shenandoah Valley. When the war closed he was with his outfit at Winchester, Va.

The aged veteran was asked to tell the circumstances of his wounds. He said, "My first wound was received while I was in North Dakota, when a scouting party of twenty-five men under my command trailed a band of Indians who had killed a settler, James O'Bannon, and carried off his wife and two sons. When we came upon the Indians a skirmish ensued. I was struck by an arrow which left my leg in bad shape for a long time.

"Ten of the Indians were killed and we rescued the woman and children. Unless I am mistaken the boys are still living in Washington, D. C."

After lighting his corncob pipe and taking a few puffs of "long green," Captain Cole said that at Walnut Barrow a ball pierced his side. He was months in recovering.

Following the war he was in the secret service for a number of years. Among the old records and papers he displayed was a copy of *The Daily Journal*, Evansville, Ind., June 7, 1864, containing a story of the activities of S. S. Cole. The article did not refer to him as a captain. He was acting as a spy at the time.

The captain laughed when asked if he was ever taken a prisoner. He said that while he had charge of the National Cemetery at Staunton, Va., Confederate veterans held a reunion. He attended, being the only "Damned Yankee" there. The old rebels surrounded him, and a Presbyterian preacher asked him if he was not afraid of the Johnny Rebs.

"I replied, 'Yes, what time I wasn't running them, they were running me,' and this brought down the house with applause," said the captain.

Captain Cole has been "a good joiner" during his time. In 1861 he was made a Master Mason in Lodge No. 1, F. and A. M., Lebanon, Ky. He is now a member of Ion Lodge No. 301, Jessamine County. He is a charter member of the Knights of Pythias, and was a member of the team that put on the work at the first K. of P. Lodge in Louisville at the old Odd Fellows' Hall, there in 1869.

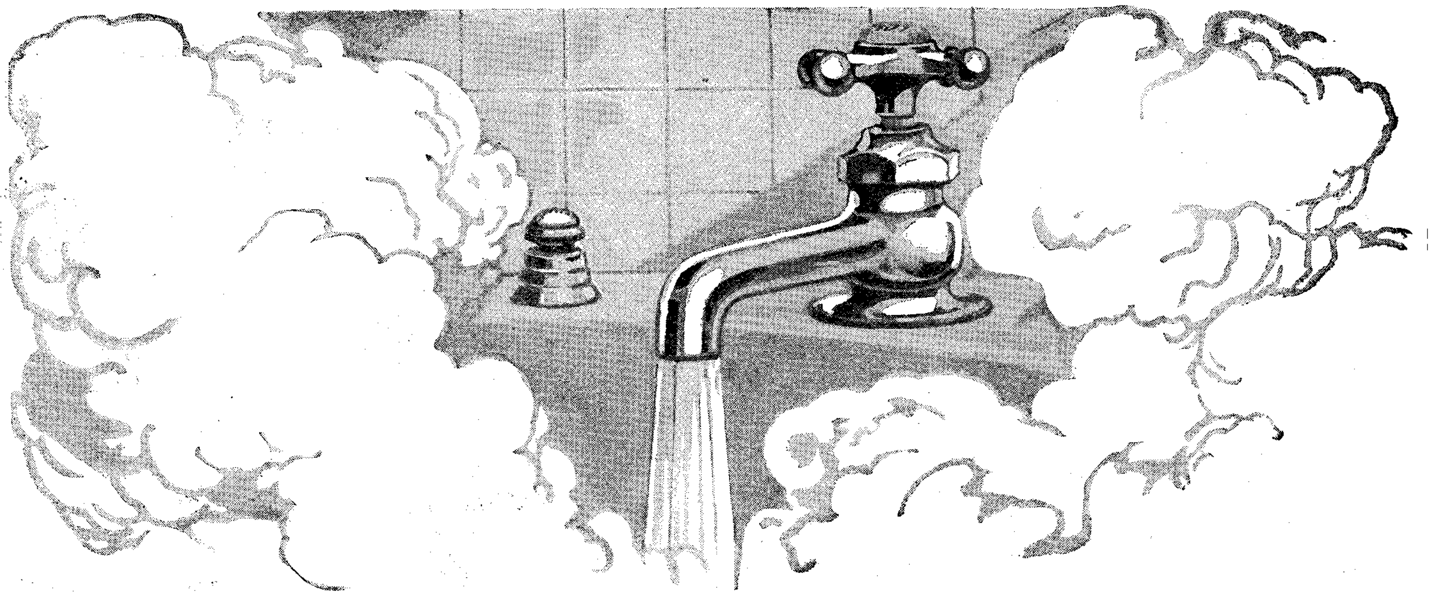
His son, John Sherman Cole, twenty-four years old, served in the Navy during the world-war, enlisting shortly after war was declared with Germany. When Jessamine County's first draft contingent was sent to Camp Zachary Taylor for training Captain Cole and Gen. George B. Taylor, a Confederate veteran, marching side by side, led the parade through the streets to the depot.

Uncle Sam's oldest employee retains his love for outdoor sports. He frequently goes to the mouth of Hickman Creek, on the Kentucky River, near the cemetery, and baits his own hook. He likes to hunt. He has been married twice. His second wife is living.

GUS ROEDER, REPORTER, FRIEND OF JUDGES, CROOKS, AND MILLIONAIRES

When Gustav C. Roeder, for thirty-four years a reporter for the New York *World*, wrote "30" at the end of his last day's work, he closed a life of adventure, variety, and practical usefulness which is, perhaps, peculiar to the newspaper profession. The news instinct came to him early, while he was faring on the seven seas and picking up information which would serve him in good stead when later he got a daily run and a desk of his own in a newspaper office. Before he died recently at his home in Brooklyn he had become friend and confidant of a heterogeneous multitude—judges, millionaires, politicians, and criminals. The reporter covers a wide field; no book is closed to him, and he must know a little of everything that goes on around him. And Gus Roeder had the "nose for news" strongly developed. He ferreted out criminality and saved the unfortunate. He reported interestingly the dry details of the day; he went abroad and wrote informingly of conditions as he saw and interpreted them, and in nearly all the big undertakings of *The World* during the last two decades he had a hand. He was a "kindly, courteous, but remorseless, investigator and writer." A brother reporter writes this brief obituary of him in the New York *World:*

> Gus Roeder was born in Chemnitz, Germany, in 1860. His father, Heinrich, was director of a locomotive-works there. The family intended this eldest son to be a minister, but Gus, an adventurer always, ran away from home at the age of sixteen



RUUD HOT WATER

RUUD Hot Water in your home permanently solves the hot-water problem.

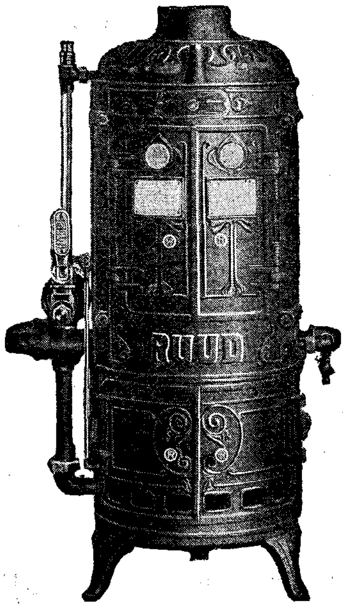
A Ruud means hot water *instantly* at the turn of any hot-water faucet, morning, noon, and midnight—making easier the work of servants and helping to keep them contented.

There is no limit to Ruud Hot Water. You can have any quantity and there's no boiler to be kept heated on warm days; no watchful waiting when you want hot water for bathing, or in the kitchen or laundry.

Your power washing machine needs Ruud Hot Water. "On the line by nine" will be a certainty once you have it.

RUUD AUTOMATIC GAS WATER HEATER

"Hot Water All Over the House"



Ruud Automatic Gas Water Heaters are in 150,000 homes; there's a size for every home—for your home. The Ruud needs no looking after, once it is installed in basement or other convenient place. Ask your gas company, plumber, or any gas-appliance dealer about a Ruud. They will be able to show you one in operation, instantly heating fresh, sparkling water as it flows through rust-proof copper coils.

See a Ruud Water Heater demonstrated today. We have an interesting book on Ruud Hot Water which we will send to you free. Address

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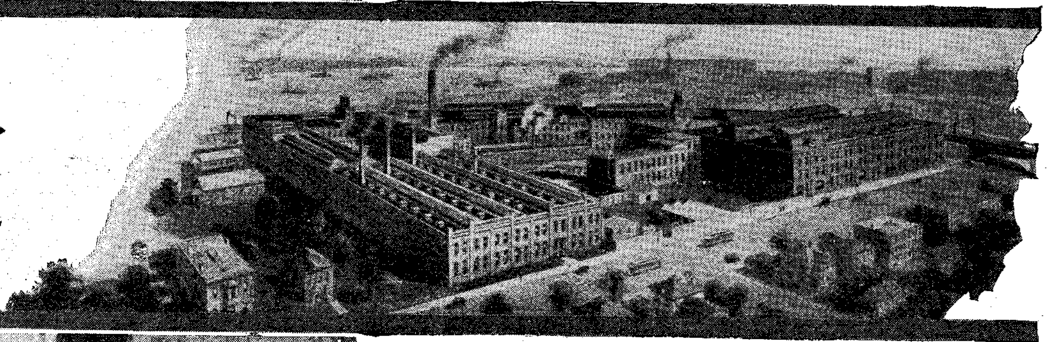
Makers of Standardized Gas Water Heaters
Ruud Manufacturing Co. of Canada: 371 Adelaide St. W., Toronto

Bridgeport, Conn. Factory of Jenkins Bros. where Jenkins Valves have been made for over 48 years. Other Jenkins Factories located at Montreal, Canada, and Elizabeth, N. J.



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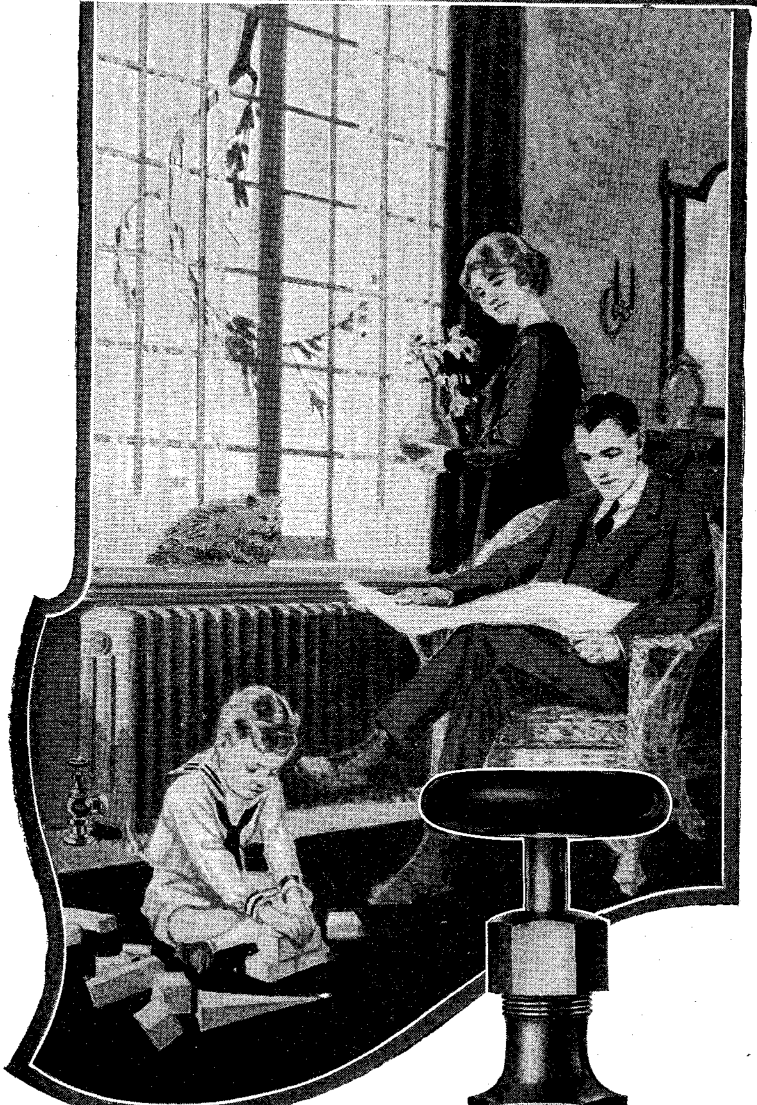


Prepare NOW for next winter's heating comfort

The satisfaction to be derived from a steam or hot water heating system depends largely upon the valves. In the dwelling now being planned or under construction good heating can be practically assured and trouble forestalled if genuine Jenkins "Diamond Marked" Radiator Valves are specified.

The light weight valve commonly used, designed merely for the low pressures in home heating, does not carry the reserve strength and weight to stand the strains that sooner or later it must bear. Leakage and the inability to open the valve easily or shut it tightly are some of the troubles developed by light valves.

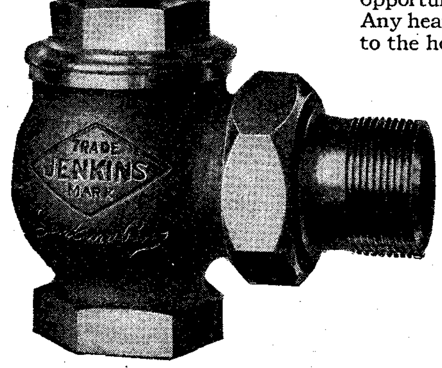
Jenkins Radiator Valves contain more metal and are much heavier in construction than others. They are designed for the maximum service and are not affected by the strains, but permanently remain satisfactory under every condition of service. They do not leak, are easily opened or closed and completely control the passage of steam or water.

Considering freedom from trouble and repairs, Jenkins Valves cost less than the ordinary valves.

Today, as for more than fifty-five years, when better valves are desired Jenkins are specified and installed for every service from residence use to equipment for office buildings, hotels, schools, institutions, factories, and power plants.

Request your architect to specify genuine Jenkins "Diamond Marked" Valves for the new home. In your present home, during the summer season with the heating plant closed is the opportune time to equip the radiators with Jenkins Valves. Any heating contractor can do the work with no inconvenience to the household.

We will gladly send you these booklets: "THE VALVE BEHIND A GOOD HEATING SYSTEM," which is interestingly written about Jenkins Radiator Valves; and "JENKINS VALVES FOR PLUMBING SERVICE," descriptive of Jenkins Valves for plumbing in the home. Architects, Engineers, Heating, and Plumbing Contractors are invited to write for literature on Jenkins Valves for the service in which they are interested.



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Jenkins Valves

Since 1864

PERSONAL GLIMPSES
Continued

and shipped from Hamburg as deck boy on the Hamburg-American liner *Pomerania.* On this vessel he made two trips to New York and achieved a love for the sea which he never lost.

At seventeen he heard of a steel bark destined to carry British colonists to South Africa, and he joined this craft, which made a trip almost around the world after leaving its passengers at Cape Colony. His next marine experience was with a full-rigged American bark whose skipper was one of the old "bucko" type from Down East. This man maltreated every one in the crew, including Gus, who later had the experience of seeing him go to jail and telling him he was served exactly right.

Deciding that America was the country under whose flag he wished to live the rest of his life, Gus joined one of the vessels of the United States Coast Survey, and thus became a citizen. Then, in 1883–84, he was in the Navy, being ship's writer on the old *Tennessee,* which was then flag-ship of the North Atlantic squadron and commanded by Admiral Jewett.

The World and *The Herald* during those years began to receive interesting bits of special correspondence from a free-lance who signed himself "G. C. Roeder," and during one of the calls made at this port by the *Tennessee* the amateur writer was asked to visit the *World* office and make himself known. He did so, with the result that he was subsequently invited to join the staff as a reporter.

During the visit of the *Tennessee* to New Orleans during the Cotton Exposition in 1884 Mr. Roeder met Miss Bleker, who afterward became his wife. She was largely responsible for his settling down to a life ashore.

He joined the *World's* staff in 1886 and made a mark for himself at once as a most indefatigable searcher after facts. There was no item too insignificant, no "end of a story" too small for Gus to keep digging into it until he had landed what he was after. Investigations, with reforms at the end of them, were his specialty. One of his early exploits was the breaking up of the "Shanghai gang" of oyster-boat pirates in Chesapeake Bay. They were capturing and pressing into service men and boys for the oyster-boats and starving and maltreating them.

Gus Roeder, with another *World* man, learned the methods of the pirates, then set out after them in a tug with an armed force and a United States marshal aboard. They rounded up eight of the chief offenders and took them in irons to Baltimore, where four were convicted of cruel and inhuman treatment of seamen. There was no more "pirating" after that.

It was Gus, too, who was largely responsible for revealing the cruelty that was practised in the Elmira Reformatory back in 1893, when the "deadly paddle" used to kill some men and drive others insane. He kept ruthlessly after those responsible, and drove Zebulon Brockway, the superintendent, out of office.

He did a similar job for the Connecticut State Prison at Wethersfield which resulted in Samuel E. Chamberlain, the warden there, giving up his job.

For many years Gus was stationed at the Criminal Courts Building in this city, and he wrote, or heard, all the celebrated trials of the past two decades or more.

His most recent work of note—and many considered this the best work of his life—was a revelation of the real conditions existing in Germany during 1915 and 1916. He made two trips to the war-beset empire that was once his home, on assignments from *The World,* and returned with the clearest, most interesting expositions of life in the Kaiser's domain that had yet been presented.

An especially striking thing he did was to obtain from the Kaiser himself—through Herr Albert Ballin, one of Gus's old friends and likewise a close friend of Wilhelm—the first public statement the Kaiser made after the outbreak of the war. This was a declaration on Wilhelm's part that he did not wish war and was not responsible for having brought it about.

Mr. Roeder was familiar with Europe and its politics during most of his life. He made several trips abroad, not alone to Germany, but to other countries. Generally his companion was the late "Big Tim" Sullivan, who was his lifelong friend.

A couple of generations of judges, lawyers, attendants, policemen, and Tombs Wardens knew him from this association with the Criminal Courts Building.

Gus was an American through and through, and did valuable work in exposing propaganda here during the war, even tho his own brother was a Lieutenant in the German Army. This brother and a married sister are still in Germany.

Mr. Roder's daughter, Frances, won a prominent place in the musical world as a coloratura soprano singer, but gave up her career recently to become the bride of George Chorpenning. She sang for a season in royal opera at Covent Garden, London, and another season at Nice, just before the outbreak of the war.

AN INTERPRETER OF "THE SOULS OF BLACK FOLK"

AMONG the foremost negro spokesmen of to-day stands Dr. W. E. Burghardt DuBois, poet and essayist, who has interpreted the dreams of his people, their wrongs and misfortune, and their strivings for better things. Some years ago the reading public was attracted by his book called "The Souls of Black Folk," and now comes a later work, "Darkwater" (recently reviewed in our Book Review Department), which appeals for a more democratic treatment of his race. The Northern reviews have been enthusiastic, and the Southern papers have treated the book with great respect. But most interesting of all is the response from the colored people themselves, says one of the publishers to a representative of *The Christian Science Monitor.* They have heard of "Darkwater," and, we are told:

> Negro workmen all over the country and some from abroad have sent in letters, often most laboriously written and almost unintelligible, ordering the book and sending their two dollars. Often the letters give the life-history of the writer; sometimes they read like strange chants. A carpenter from the West Indies, telling how his parents had passed away when he was a child of eight, and how he had grown up with no one to care for him, reiterated again and again in his letter: "I am but a child. I need that book."
>
> Often letters coming from negroes in the South were unsigned, giving only a post-office box number. In a State where a negro had been sentenced to three months' imprisonment for trying to get subscriptions to *The Crisis,* many were afraid to sign their names in ordering the book.

Dr. DuBois is an interesting figure, not only because he is a negro of recognized ability bespeaking a better filled measure for his people, but because he has an insight into the white folk as well, and is recognized by them as a leading spokesman for his race. The writer goes on:

> Dr. DuBois's regular occupation is the editing of *The Crisis,* a monthly magazine, the leading organ of the negro in America. The story of the rise of this journal is a significant chapter in negro history. For many years after slavery the American negro was an inarticulate and unorganized race, with no national vehicle of public expression. Then in November, 1910, *The Crisis* was founded, first as the official organ of the Association for the Advancement of the Colored People. "We realized," said Dr. DuBois, "that a disfranchised person gets no rights which he does not fight for. We needed a magazine which could present aggressively the case of the colored people. We started with little money. The association at first paid the salary of the editor, and provided office room, and agreed to make itself responsible for any deficit up to $50 a month. We never had to call on the association for that $50. Of our first issue we printed one thousand copies, and we disposed of them. The magazine started at a psychological time. Altho there were about one hundred colored weekly newspapers (there are now between two hundred and three hundred), these were, of course, local, and there was no place where the colored people could get classified news about themselves. At first we provided only news items and editorials. Later the field extended, and articles, stories, poems, and pictures were added. The circulation grew. Soon the magazine was able to pay part of the editor's salary, and part of the office rent. Since 1914 it has been entirely self-supporting, and quite independent of financial aid from the association.
>
> "The war gave a great impetus to the magazine. The early attempts to prevent the negro from participating in the war—virtually a denial of the citizenship of the negro—roused great feeling, and the negro began to read and to protest as never before. Between 1914 and 1918 our circulation doubled. In 1919 our average monthly circulation was 94,908. Usually a magazine counts five readers to each copy of a magazine sold, but with *The Crisis* we count more, for the magazine is passed around from hand to hand, often until the copy is literally worn out. Our subscribers are all over the world—in France, England, Australia, New Zealand, India, in all parts of Africa, and in the West Indies. Most of our readers are negroes, but we have, I should judge, from five thousand to ten thousand white readers. Over 90 per cent. of our writers are negro."
>
> The importance of literature written specially for colored children was emphasized both by Dr. DuBois, and by his publishers. "We used," said Dr. DuBois, "to get out one issue a year for children. We soon found that this was the most popular issue, and the need and importance of a special magazine for children was so borne in upon us that we ventured a new periodical—*The Brownies' Book,* a monthly, of which five issues have

PERSONAL GLIMPSES
Continued

already appeared. In the public schools children never learn of negro heroes or of the negro's contribution to the world. A seven-year-old child came home from school one day and asked his mother, 'Didn't any colored man ever do anything in the world?' A realization of the need of teaching colored children what the colored people have done and can do led us to publish this new magazine."

The publishers of "Darkwater"—Harcourt, Brace & Howe—also bring out this same point. They have recently issued "The Upward Path: A Reader for Colored Children."

It is reasonable to expect that in the next twenty years there will be a growing appreciation among white critics of negro literature, journalism, and music, all the attempts of a race comprising over 10 per cent. of the population of the United States, to express itself. The more so because for the first time in the history of the negroes, the opening up of Africa for trade and communication with Europe and America has given them a sense of their numbers and their importance in the new and closely associated world of modern industry and commerce. The American Federation of Labor has begun to admit negro unions; one of the prime questions before the biennial convention of the General Federation of Women's Clubs this June will be whether negro women's clubs are to be admitted to the federation. "Darkwater" is published at a time when the races are pausing, one may hope, for a better understanding of one another's history and purposes and hopes.

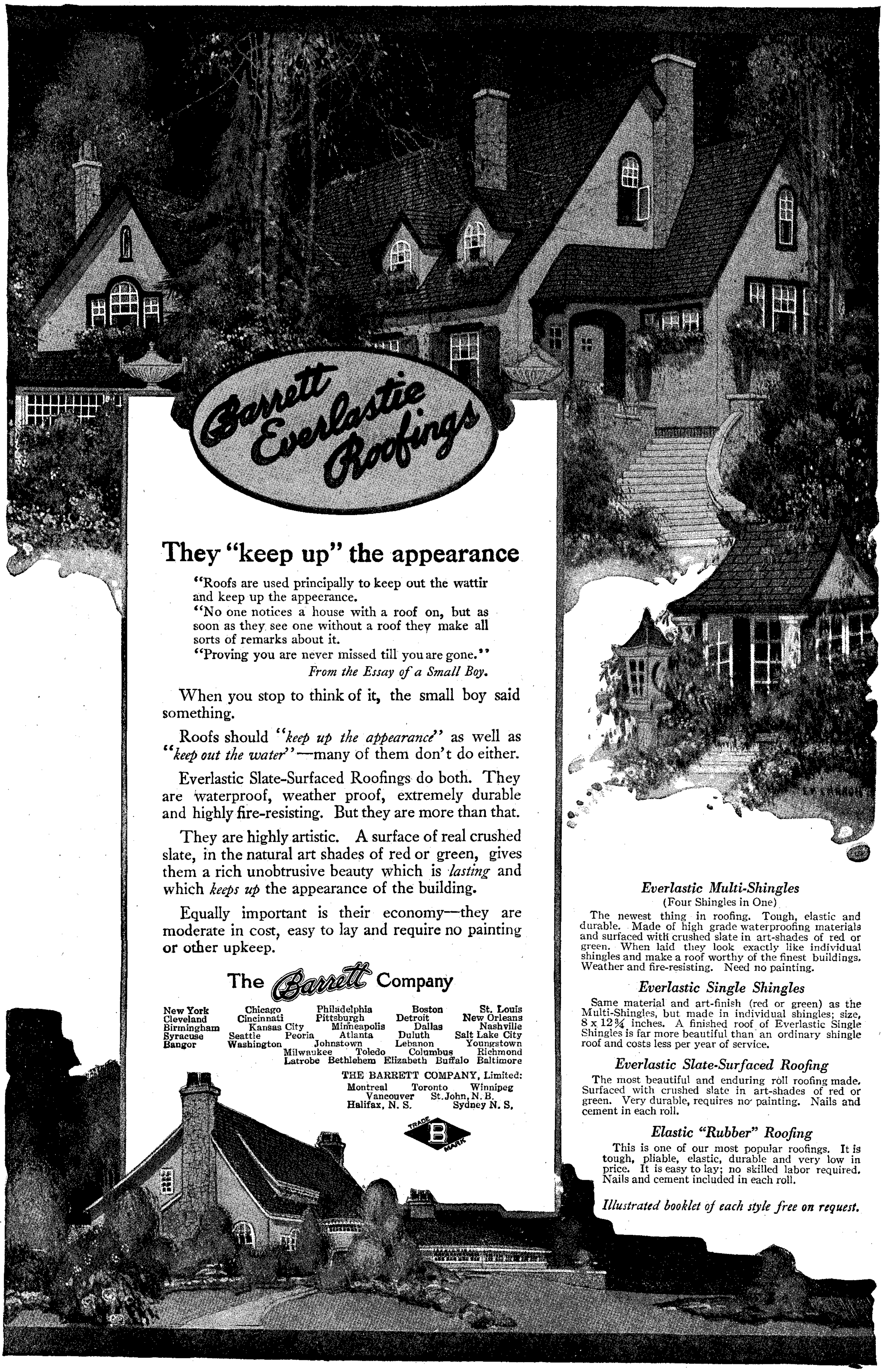
AN EX-SOLDIER WHO CAN SEE A JOKE EVEN THROUGH GLASS EYES

F. RAYMOND PYLE, ex-member of the Fifty-seventh Engineers, never had a chance to "lean up against a barrage," but he has done what many may consider a braver thing in learning to see a joke with glass eyes. Mr. Pyle sailed for France in August, 1918. Soon after his arrival he contracted influenza and spinal meningitis and was left totally blind. Then a little later he underwent an operation for appendicitis. With his cup of misfortune running over, he returned to this country in December, 1919, and was sent to Evergreen, Baltimore, Md., where all the war-sightless were taken for care and training. There he learned to become a dictaphone operator, and was put to work with the American Red Cross. Recently on his own typewriter he wrote for *The American Legion Weekly* a short account of his life among the "blinks." He tells us that he was put to bed in an army hospital in France in an unconscious condition, and that when he put foot to floor several weeks later he could not see. The man occupying the bed next to him was deaf, and the two became fast friends, the one supplying the deficiency of the other. But, this smiling man writes:

> This fellow had it on me when it came to eating, for he could reach out for his beans and make no mistake. I had my meals brought in cups with a spoon in each one. Sometimes I would put my spoon into the cup which had my goldfish in it and then into my chocolate pudding. This gave a taste which it is somewhat hard to describe. Frequently I knocked a cup of beans off on the floor and the corporal of the ward told me that if I were not a blind man I would be put on extra duty. My handicap saved me a good many times from special duty, such as washing dishes, sweeping, making beds, or even from doing duty in the guard-house. I often asked the captain for a cigaret, thinking he was a private like myself.
>
> On November 22 I left this hospital, Camp 33, and was sent to an evacuation hospital near Brest. At this hospital men were supposed to stay overnight and then start for America the next day. Each man was tagged according to his disability.
>
> I was first tagged as a walking patient, later a litter case. It was hard for the officer to make up his mind just what I was. So far as I know I was the first blind soldier to enter this place, and as the officers were not accustomed to handling sightless soldiers, and I not accustomed to handling myself, I got into and out of trouble the best way I knew how.
>
> It kept me busy for over two weeks changing clothes, from my uniform to my pajamas and back again. It was on a Sunday morning when I left the hospital for the transport, drest half in uniform and half in pajamas. As I was about to go aboard an officer on the ship spied me and told me frankly that he could not be responsible for me. With much difficulty I convinced him that I was a soldier and he let me ride. My mental condition must have worried the ship officer, for I heard him give directions to a sailor not to leave any doors open in the room I was in.

After arriving in New York, he was taken to Camp Merritt, and New-year's day found him in the Red Cross Institute for the Blind at Evergreen. Here he met more than fifty blind men, and others came in every day, until there were more than a hundred. Here, he says:

> One of them took me for a long walk and showed me the bowling-alleys, schoolrooms, dance floor, and the Red-Cross house. At this place I met lots of pretty girls. A man in an adjoining room was standing before a mirror adjusting his eyes before going in to see his girl. Everything was all new and interesting to me. Instead of Alice in Wonderland, I was a blind man in wonderland. I always considered myself as a blind man, but at Evergreen I became a "blink," and if by any chance I could see out of my glass eye, I would be known as a "half blink."
>
> When we "blinks" first arrived at Evergreen it seemed as tho every man, woman, and child in Baltimore came to visit us just out of curiosity. Sunday especially was visiting day. People would come out in their autos to take us for rides, and we received candy, theater tickets, safety-razors, and all sorts of presents. One man wrote home and said: "To-day is Sunday and this is the day the people come out and feed the blind apes peanuts." Among ourselves this place was known as the zoo.
>
> Among some of the questions asked by some of the old ladies were: "Oh, are you blind?"—when the soldier had two stunning glass eyes—"How did you get in the Army when you had no sight?" "Did you lose your sight going over the top or coming back?"
>
> We "blinks" met these people on their own ground by saying, "I was leaning up against a barrage when it went over with me"; "I was watching the soldiers go across and the strain was too much for my sight"; "I tried to stop a shell from exploding in front of a Y. M. C. A. man who had lost his way."
>
> One of the "blinks" who had partial sight and was therefore known as a "half blink" found his way to the theater. The man in the box-office charged him double price for the ticket, he asserts, as he said that it would take him twice as long to see the show. This "half blink" could make out objects, but only when they were very close. He prized himself highly on his sense of touch. To test this wonderful sense of touch, he was given a stuffed owl. After feeling it for some time he exclaimed, "Why, this a broad-faced goose."
>
> Two other "blinks" and myself had the pleasure of being the guests at a certain lady's home in town for dinner and went to the theater in the evening. Our hostess could not remain in the theater with us, but she said her son would meet us in the lobby after the show. An usher found us three seats in the lobby.
>
> We sat there about ten minutes winking and blinking like three little owls until some kind gentleman came over to us and asked what hospital we came from. We told him that a friend was going to meet us in a few minutes. Our waiting did not seem to satisfy him, and he said, "I'll get you home right away."
>
> Neither of us having a nickel's worth of sight, we did not know what he was about to do. Suddenly we were all pushed into a taxi and the driver drove quickly away. Neither our host nor the chauffeur knew where Evergreen was, and we had a terrible time trying to direct him just which way to turn. However, we finally reached the place at an early hour in the morning.
>
> Some of the men are making musicians out of themselves, and two of the "blinks" have exprest a desire to be black-faced comedians. A favorite joke of one of them is the story of a brother "blink" who had died. Several other "blinks" acted as chief mourners. They followed, walking behind the hearse. After they had gone several squares, they thought there was something wrong. At the next corner a "half blink" called to them that the hearse had made a turn and that they had missed it and were following a garbage-wagon.
>
> One morning after the chow whistle blew for breakfast I heard one of the men calling for the nurse. When she came into his room she found him searching for his eyes. He had taken them out the night before and had misplaced them. He told the nurse he could not see to go to breakfast without them.
>
> There were many cases of this kind, and it was necessary for our Sergeant Carroll to announce in the mess-hall that he had found a couple of glass eyes and those missing theirs could claim them. This caused quite a laugh, and we "blinks" proceeded to investigate to find out whether the missing articles belonged to any of us. One private spoke up and said, "I had a good eye, but I left it over in France to watch my pack."
>
> Evergreen is more interesting now, for several of the "blinks" are married and their wives are living on the post with them.



They "keep up" the appearance

> "Roofs are used principally to keep out the wattir and keep up the appeerance.
> "No one notices a house with a roof on, but as soon as they see one without a roof they make all sorts of remarks about it.
> "Proving you are never missed till you are gone."
>
> *From the Essay of a Small Boy.*

When you stop to think of it, the small boy said something.

Roofs should "*keep up the appearance*" as well as "*keep out the water*"—many of them don't do either.

Everlastic Slate-Surfaced Roofings do both. They are waterproof, weather proof, extremely durable and highly fire-resisting. But they are more than that.

They are highly artistic. A surface of real crushed slate, in the natural art shades of red or green, gives them a rich unobtrusive beauty which is *lasting* and which *keeps up* the appearance of the building.

Equally important is their economy—they are moderate in cost, easy to lay and require no painting or other upkeep.

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The newest thing in roofing. Tough, elastic and durable. Made of high grade waterproofing materials and surfaced with crushed slate in art-shades of red or green. When laid they look exactly like individual shingles and make a roof worthy of the finest buildings. Weather and fire-resisting. Need no painting.

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Same material and art-finish (red or green) as the Multi-Shingles, but made in individual shingles; size, 8 x 12¾ inches. A finished roof of Everlastic Single Shingles is far more beautiful than an ordinary shingle roof and costs less per year of service.

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The most beautiful and enduring roll roofing made. Surfaced with crushed slate in art-shades of red or green. Very durable, requires no painting. Nails and cement in each roll.

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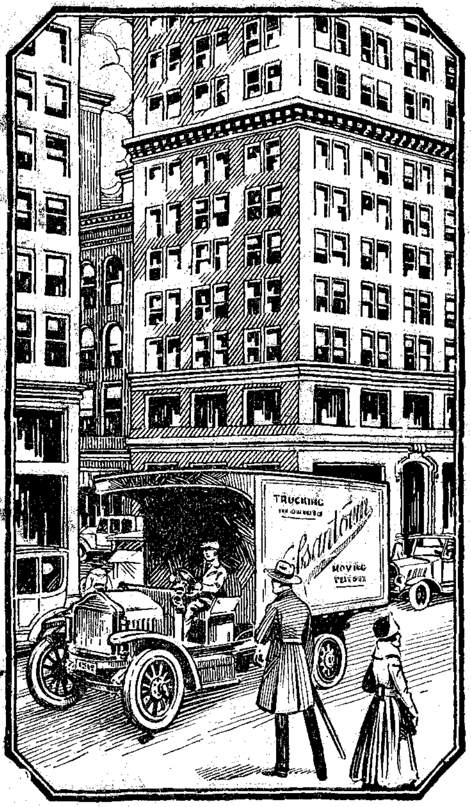
This is one of our most popular roofings. It is tough, pliable, elastic, durable and very low in price. It is easy to lay; no skilled labor required. Nails and cement included in each roll.

Illustrated booklet of each style free on request.



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are permanent dividend payers. They have enduring quality that has made them the choice of thousands upon thousands of paint users. Before the war with Mexico, the name of Masury was a guarantee of worth, intent, and full money-value. There is a Masury Product for every painting purpose—every one first class. There are no Masury "seconds."

If you are a manufacturer, who sells a product which paint or varnish makes better, or permanently useful, it may be that Masury Paints and Varnishes will help you solve some annoying problem. At least it may pay you to find out.

It will surely pay you to know about the Masury Big Six, the group leader of the Masury quality family, led by Cosmolac the one varnish for every purpose. The other five are Perfection Flat White and Colors, China Gloss White Enamel, Liquid House Paints, Pure Colors in Oil and Superfine Colors.

Send us your name and address, with 25 cents, stamps, to pay packing and postage, and we'll mail our fine book "The Partnership of Paint." It treats of the domestic and industrial uses of Paints and Varnishes—and would bring a dollar in any book store. Address us please, at 46 Jay Street, Brooklyn, New York.

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Pure Colors in Oil
Superfine Colors

PERSONAL GLIMPSES
Continued

THE ARMY MULE A HELP IN TIME OF TROUBLE

When it comes to enduring, sacrificing, and dying, the humble and plebeian mule can be relied on to do his full duty, as he proved in the world-war. Many a time, when the mud was deepest and the sergeant-major in his worst temper, the mule laid back his ears, planted his feet firmly upon any spot he could find, and pulled a gun or a wagon out of the mire. There were more than 45,000 of him engaged with the army overseas and more than one hundred thousand with the troops in the United States, and while he resorted at times to ungentle tricks, yet when it came to hard and necessary work, when it came to going without eating and drinking, when it came to difficulties in transportation, the mule was to be depended upon. He was the hero of many a trying hour. Now comes an official word of appreciation from the Government. According to the New York *Sun:*

"There was no comparison," says the Quartermaster-General's announcement, "between the small, poorly nourished mule secured in Spain and those purchased in southern France and the powerful, upstanding, mealy-nosed product of the Middle West. There was sharp criticism in some places of the class of animals which came up from Spain for duty on the battle-front. But these little animals were able to haul machine-gun carts, releasing the heavy animals for duty with the artillery and ammunition-trains.

"There were times during the final stage of the world-war when it was impossible to give much-needed rest to these animals. There were not enough to do the work which confronted them, and the result was that it was necessary to keep on the move forty-eight, sixty, and sometimes seventy-two hours with hardly more than a pause. Then it was possible only to feed a small amount of grain and a few handfuls of hay. Under this strain the mule went forward, giving his all uncomplainingly.

"The mule has always been given the credit of having his full quota of brains, but at times it seemed he had more than his share. He may run when hitched to a wagon, but invariably does no harm to himself or the wagon. When tired he makes his condition known by quitting. However, this quality did not come to the fore during the days of St.-Mihiel and in the Argonne.

"The record of the mule through the world-war has been such as to reflect much credit upon the dam, the farm mare of the United States, as well as upon the long-eared, loose-jointed progenitor of that hybrid—an animal indispensable to the success of our army in the field.

"Instances have been known where a pack-mule would loaf about the army kitchen while the cook was baking bread, until he observed the cook busy at some other duty, when he would approach the fire, raise one foot, and paw off the lid of the Dutch oven, grab the hot loaf within, and make off with it on the run. He would do the same if he observed a hunk of bacon within easy reach."

A good many farmers these days, devoted to their horses, say, "Gosh darn a mule anyway!" on general principles, but the army loves and admires him for services rendered and would like to see him get the Distinguished Service Medal. Perhaps his valor and constancy in war-time will recommend him to softer sentiments in times of peace.

CHARLES W. ELIOT AS A WRITER OF GREAT INSCRIPTIONS

Dr. Charles W. Eliot, president emeritus of Harvard, enjoys such fame as an educator and publicist as has fallen to the fortune of but few Americans, yet not many people know, writes Marvin Heath in the Dearborn *Independent*, that he is probably "the greatest writer of enduring inscriptions in this or any other country." He is said to have furnished the text for more inscriptions on monuments, gates, tablets, and similar enduring things than any other man. In the words of Mr. Heath, "he has memorialized in concrete and perfect English the patriotism and the purpose of American citizenship." The writer continues:

For many years there has been a demand upon the peculiar genius of Dr. Eliot to write fitting sentiments to be chiseled in age-old granite or cast in enduring bronze, especially whenever some patriotic shrine has been marked or erected. It is said that he speaks English better than any other man, and it is certain that he has no peer in the rare art of writing inscriptions. Massachusetts, Dr. Eliot's home State, is singularly rich in historical scenes from that sandy tip of Cape Cod where first the Pilgrims landed to Concord Bridge, where was fired the first real shot of the Revolution, and at most of these spots are to be found inscriptions written by Dr. Eliot that are world-famous because of their brevity, appropriateness of sentiment, power, and purity of language.

A careful study of some of these famous inscriptions gives a far better idea of this genius that he possesses than any amount of mere narrative or description.

On the bronze tablet that marks the towering Pilgrim Monument at Provincetown, Cape Cod, is this from the pen of this famous educator:

On November 21, 1620, the Mayflower, carrying 102 passengers, men, women, and children, cast anchor in this harbor, sixty-seven days from Plymouth, England.

On the same day the forty-one adult males of the company had solemnly covenanted and combined themselves together "into a civil body politick."

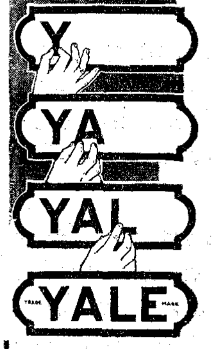
This body politic established and maintained on the bleak and barren edge of a vast wilderness a state without a bishop or a priest; a democratic commonwealth, the members of which were "straightly tied to all care of each other's good and of the whole by every one."

With long-suffering devotions and sober resolutions, they illustrated for the first time in history the principles of the religious and civil liberty and the practise of a genuine democracy.

Therefore the remembrance of them shall be perpetuated in the vast republic that has inherited their ideals.

Dr. Eliot has written so many inscriptions that he can not give their number, for

What does your key ring tell you?



Take out your key ring—look and see!

Do *all* your keys bear the "Yale" trade-mark? If you don't see "Yale" right on the keys, they are *not* "Yale" no matter what you thought.

"Yale" is our trade-mark. It is on *all* our products, denoting true origin. It guarantees that the product will give the better service which you expect from "Yale".

No one else may use the trade-mark "Yale". It is our signature—our abbreviated corporate name.

When you ask for a Yale lock of any type, door closer or chain block, you can be sure to get "Yale"—by looking for the trade-mark on it before you pay for it.

What does your key ring tell you?

Yale products include:

Yale Builders' Locks and Hardware
Yale Padlocks *Yale Bank Locks*
Yale Night Latches *Yale Time Locks*
Yale Cabinet Locks *Yale Chain Blocks*
Yale Door Closers *Yale Electric Hoists*
Yale P. O. Lock Boxes

The Yale & Towne Mfg. Co.
Makers of the Yale Locks
Works and General Offices: Stamford, Conn.
New York Office: 9 E. 40th St.
Chicago Office: 77 E. Lake St.
Canadian Yale & Towne Ltd., St. Catharines, Ont.

TRADE YALE MARK

Overland
TRADE MARK REG.

This Sedan Is Ideal for Summer

IDEAL for winter, spring and fall, the Overland Four-Door Sedan has even greater advantages for summer.

Its permanent top is thicker and therefore cooler. And as most *touring cars rarely have their tops lowered*, the permanent top is a big advantage in summer touring.

You can tour anywhere in comfort because of the remarkable rough road protection of *Triplex* Springs.

Suppose the evening is cool (and summer clothes are thin), or suppose it rains, or dust blows (and summer fabrics do soil easily)—up go the plate glass windows and you are snug inside.

But not *shut in!* For your vision range is always clear.

These facts explain why so many family cars this spring are Overland Sedans.

WILLYS-OVERLAND, INC.
TOLEDO, OHIO
Sedans, Coupés, Touring Cars and Roadsters
Willys-Overland Limited, Toronto, Canada
The John N. Willys Export Corp.
New York

Ye Golden Lady

PERSONAL GLIMPSES
Continued

he can not remember them and has kept no complete list of them. Visitors at the reading-room of the Library of Congress have seen the eight statues, allegorical, each bearing an inscription that is, of itself, inspiring. These were written by Dr. Eliot. General Casey was superintending the building of the library and he made several attempts to secure suitable inscriptions for these eight statues. Finally he wrote to Dr. Eliot, sending him descriptions and explaining that there was room for only seventy-two letters in each, as they must be in letters large enough to be easily read.

For the statue on religion Dr. Eliot made considerable study. "After much thought," Dr. Eliot said in telling the story, "I finally took the verse from Romans, 12, 5—'So we, being many, are one body in Christ, and every one members one of another.'

"It was one time that an inscription did not quite suit, and since then I have appreciated the great wisdom of General Casey. 'I like them all except that,' he said, 'that one is too Christian.'

"When we come to think of it, freedom to worship God is one great glory of our Constitution and such a quotation might not be acceptable to many. General Casey asked his secretary to write to me for another, and that day he died suddenly in his home. The next day I went to the Hebrew for my quotation and took, 'What doth the Lord require of thee, but to do justly, and to walk humbly with thy God?' Micah, 6, 8."

One of the inscriptions considered the very best Dr. Eliot has written was one of his earliest. This is on the Civil War Memorial in Boston Common and was written in 1877. It reads as follows:

To the men of Boston who died for their country on land and sea in the war which kept the Union whole, destroyed slavery, and maintained the Constitution, the grateful city has built this monument that their example may speak to coming generations.

In tributes to men or to deeds Dr. Eliot excelled. He has always been ready with the best possible expression in the fewest words. In writing the inscription for the Benjamin Thompson (Count Rumford) statue erected in Woburn, Mass., he took more than ordinary interest because this man was a founder at Harvard of a professorship which still bears his name. This is how he paid tribute to the memory of the man:

Benjamin Thompson, Count Rumford, born in Woburn, Mass., March 26, 1755, died in Paris, August 21, 1814, the earliest scientific philanthropist. He designed public gardens and by many inventions contributed to the comforts and enjoyments of the people. He proved that heat is motion and had a glimpse of the great doctrine known later as the conservation of energy. In exile he won high places of trust and command.

On achievement in general as well as on personal deeds, Dr. Eliot wrote inscriptions of the highest merit. One of the best examples of this was not, unfortunately, permanent, being on the Water Gate at the World's Fair in Chicago. This was really a group of inscriptions, and he was greatly limited as to shape and size of the tablets, which were arranged in advance. Few men could or would even attempt to say anything fitting with the limited number of letters.

Over this grand entrance to the exposition these inscriptions were placed, and the statues that were there should be seen to appreciate better what was written. All but the last two were on the side facing the lake. The last two were on the side facing the Court of Honor and were:

A few dared, toiled, and suffered. Myriads enjoy the fruits. Of many races, tongues, and creeds and aims, but all heroes of discovery. To the bold men, their names remembered or forgotten, who first explored through perils manifold the shores, lakes, rivers, mountains, valleys, and plains of this new world. To the brave settlers who leveled forests, cleared fields, made paths by land and water and planted commonwealths. To the brave women who in solitude amid strange dangers and heavy toil reared families and made homes. Civil liberty the means of building up personal and national character. Toleration in religion the best fruit of the last four centuries.

On the massive bronze bas-relief memorial to Col. Robert Gould Shaw, opposite the State House in Boston, there was room for much more to be written than is usually the case. Augustus St. Gaudens, the sculptor, who designed the memorial, declared that the lines composed by Dr. Eliot and carved on the stone structure that forms the background for the bronze constituted the finest example of inscription writing he had ever read, and his experience in such things was wide. This inscription was:

THE WHITE OFFICERS

Taking Life and Honor in their Hands—Cast their Lot with Men of a Despised Race Unproved in War—and Risked Death as Inciters of a Servile Insurrection if Taken Prisoners, Besides Encountering all the Common Perils of Camp, March, and Battle.

THE BLACK RANK AND FILE

Volunteered when Disaster Clouded the Union Cause—Served Without Pay for Eighteen Months Till Given That of the White Troops—Faced Threatened Enslavement if Captured—Were Brave in Action—Patient Under Dangerous and Heavy Labors and Cheerful Amid Hardships and Privations.

TOGETHER

They Gave to the Nation Undying Proof That Americans of African Descent Possess the Pride, Courage, and Devotion of the Patriot Soldier—One Hundred and Eighty Thousand Such Americans Enlisted Under the Union Flag in MDCCCLXIII-MDCCCLXV.

There is a bronze tablet in the Town Hall at Revere, Mass., upon which Dr. Eliot has drawn, in forty-seven words, a better picture of the patriot Paul Revere than can be found elsewhere in history, and this without mentioning Revere's ride, but giving his actual worth as a citizen. It is:

REVERE

A Patriot of the Revolution, Friend of Warren, Hancock, and Adams, and their Frequent Messenger. For 50 Years a Leader of the Mechanics and Tradesmen of Boston. Himself Through Life a Skilled Artizan and Bold Manufacturer. He was an Able, Honest, Public-Spirited Citizen, Who Loved Liberty.

When former Senator W. Murray Crane was Governor of Massachusetts, he asked Dr. Eliot to write an inscription to Jonathan Smith, a "Plain Farmer." Altho this is devoted largely to an abstract from Jonathan Smith's famous speech, the selection from that speech and the few but fitting words analyzing that honest old farmer's sentiment make it an unusual tribute:

In memory of Jonathan Smith, a plain farmer of Lanesboro, who, by a speech full of good sense and good feeling, carried the Massachusetts convention September, 1787–February, 1788, by a vote of 187 to 168 in favor of ratification of the Federal Constitution.

"I have lived in a part of the country where I have known the worth of good government by the want of it. I have been a member of the convention to form our own State constitution, and have learned something of the checks and balances of power, and I found them all here. Take things in time; gather the fruit when it is ripe. We sowed our seed when we sent men to the Federal convention, now is the harvest, now is the time to reap the fruits of our labor."

We have had "Brevity is the soul of wit" quoted to us for many generations. Dr. Eliot has taught us that upon certain occasions and under certain circumstances, like inscription writing, brevity may also be the soul of wisdom. This is best exemplified in the double inscription over the outer and inner lintels of the Samuel Dexter memorial gate at Harvard University. Here, in fourteen words, Dr. Eliot has told the reason for Harvard's existence and the duties of its graduates.

Over the outer lintel where one entering the grounds may read, is:

Enter to grow in wisdom.

Over the inner lintel where one departing from Harvard may read, is:

Depart to serve better thy country and thy kind.

While history and patriotism have inspired Dr. Eliot to write many inscriptions, he has found inspiration in other things. One of the best examples of this is found in the big railroad terminus in Washington, D. C. There are many quotations about the great station, supplied by Dr. Eliot, but beneath the six allegorical statues he has written that which makes him our greatest writer of history in bronze and stone:

Fire—The greatest of discoveries, enabling man to live in various climates, use many foods, and compel the forces of nature to do his work.

Electricity—Carrier of light and power, devourer of time and space, bearer of human speech over land and sea, greatest servant of man—itself unknown. "Thou hast put all things under his feet."

The Farm—Best home of the family, main source of national wealth, foundation of civilized society—the natural providence.

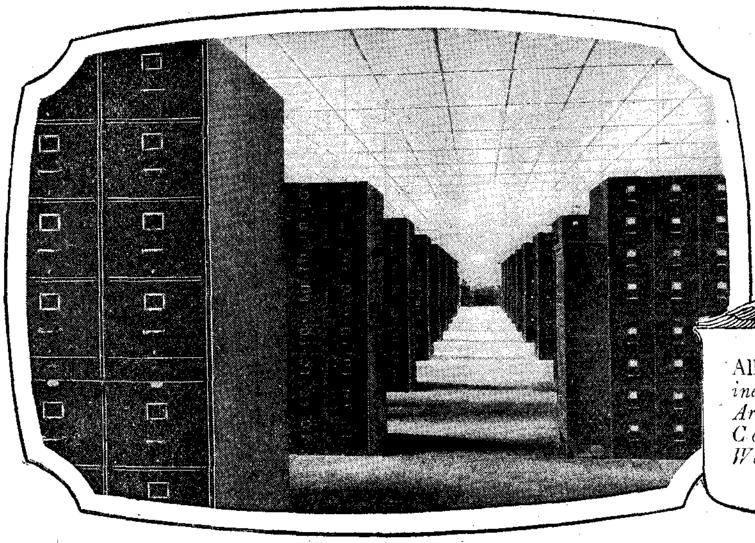
The old mechanic arts controlling new forces, building new highways for goods and men, override the ocean and make the very ether carry human thought. "The desert shall rejoice and blossom as the rose."

For Freedom—Sweetener of hut and hall, bringer of life out of naught; Freedom, O fairest of all the daughters of time and of thought.

For Imagination—Men's imagination has conceived all numbers and letters—all tools, vessels, and shelters—every art and trade—all philosophy and poetry—and all politics. "The truth shall make you free."

All these are but a few of the scores of such inscriptions that this very remarkable man, Dr. Eliot, has written—inscriptions that will last through many generations.

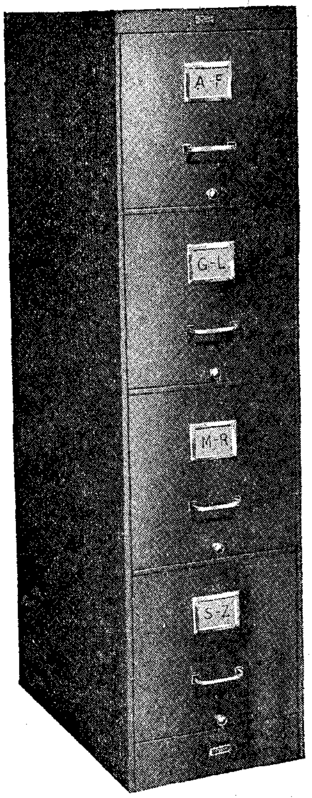
Filing Pershing's Overseas Records



Allsteel *cabinets in the Army War College, Washington.*

MODERN warfare is a scientific business. Reports and records are filed with the most efficient security. From the moment that Gen. Pershing opened General Headquarters in France, important papers were kept in *Allsteel* filing cabinets, brought to France for the purpose. In September, 1919, a wireless was sent from the *Leviathan* asking that filing cases be ready in Washington to hold the invaluable overseas army records. The task was given to *Allsteel*, and 1800 *Allsteel* files were delivered in time to meet the emergency. These priceless documents—court martial cases, historical records, vital military secrets—are filed in such perfect shape that any complete data can be quickly obtained. *Allsteel* equipment means modern efficiency.

GF Allsteel
Office Furniture



The standard four-drawer file for letter-size papers. Allsteel *files have greater capacity for the floor space occupied than any other file.*

MEN are judged by the company they keep, and an article is judged by the company that keeps it. Successful business men take pride in the efficiency and appearance of their offices. It is significant that the offices of J. P. Morgan & Company, Packard Motor Car Co., Curtis Publishing Company, Equitable Life Assurance, Eastman Kodak, National City Bank and many other equally prominent firms, are equipped with *Allsteel* furniture. *Allsteel* belongs with success.

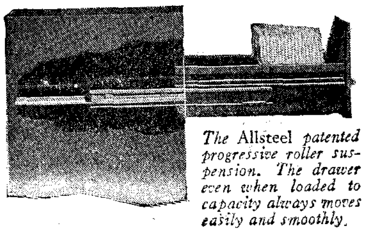
Allsteel files look what they are—permanently efficient. This is the age of steel, and the progressive business man is quick to see the advantages of *Allsteel* equipment. *Allsteel* files are incredibly strong and durable, yet they take 15 to 25 per cent less floor space than wood files. *Allsteel* protects your papers from fire, mice, and vermin.

Exclusive features of construction make *Allsteel* files supremely convenient as well as practically everlasting. Their first cost is their last. They are their own insurance on investment. Finished in olive green enamel or perfect reproductions of mahogany and oak, *Allsteel* has a beauty that is worthy of the highest type of office equipment.

If records are worth transferring, they are worth keeping in security and get-at-able shape. *Allsteel* transfer cases solve this problem in efficient and economical manner. They are safe, sanitary, convenient, cost little more than wood, and are a permanent investment. *Allsteel* holds 25 per cent more than wood and takes less space.

A Complete Allsteel *Line*

Whether it be files, safes, desks, shelving, tables, or waste-paper baskets, if you want permanent equipment that you will be proud of, investigate the complete *Allsteel* line at the *Allsteel* store in your town. If this is not convenient, send for our illustrated 88-page catalogue.



The Allsteel *patented progressive roller suspension. The drawer even when loaded to capacity always moves easily and smoothly.*

The General Fireproofing Company

New York Chicago Boston Youngstown, Ohio. *Washington Atlanta Seattle*

Dealers in All Principal Cities

CALCULATING

Burroughs Adding Machine Company,
Detroit, Michigan.

Dear Sirs:

The Burroughs Calculator has greatly simplified the treatment of statistics in our freight offices.

The manifold details of cargo weights, measurements and charges are figured accurately, and almost instantly, saving a very large percentage of the time and tedious effort expended in this work.

We value the Burroughs Calculator because it means value to us.

Yours truly,
International Mercantile Marine Co.
(Signed) A. C. Fetterolf,
Freight Traffic Manager.

Burroughs Branch Offices are located in over 200 cities in the United States and Canada Get in touch with the nearest one, or write direct to the factory at Detroit, Mich.

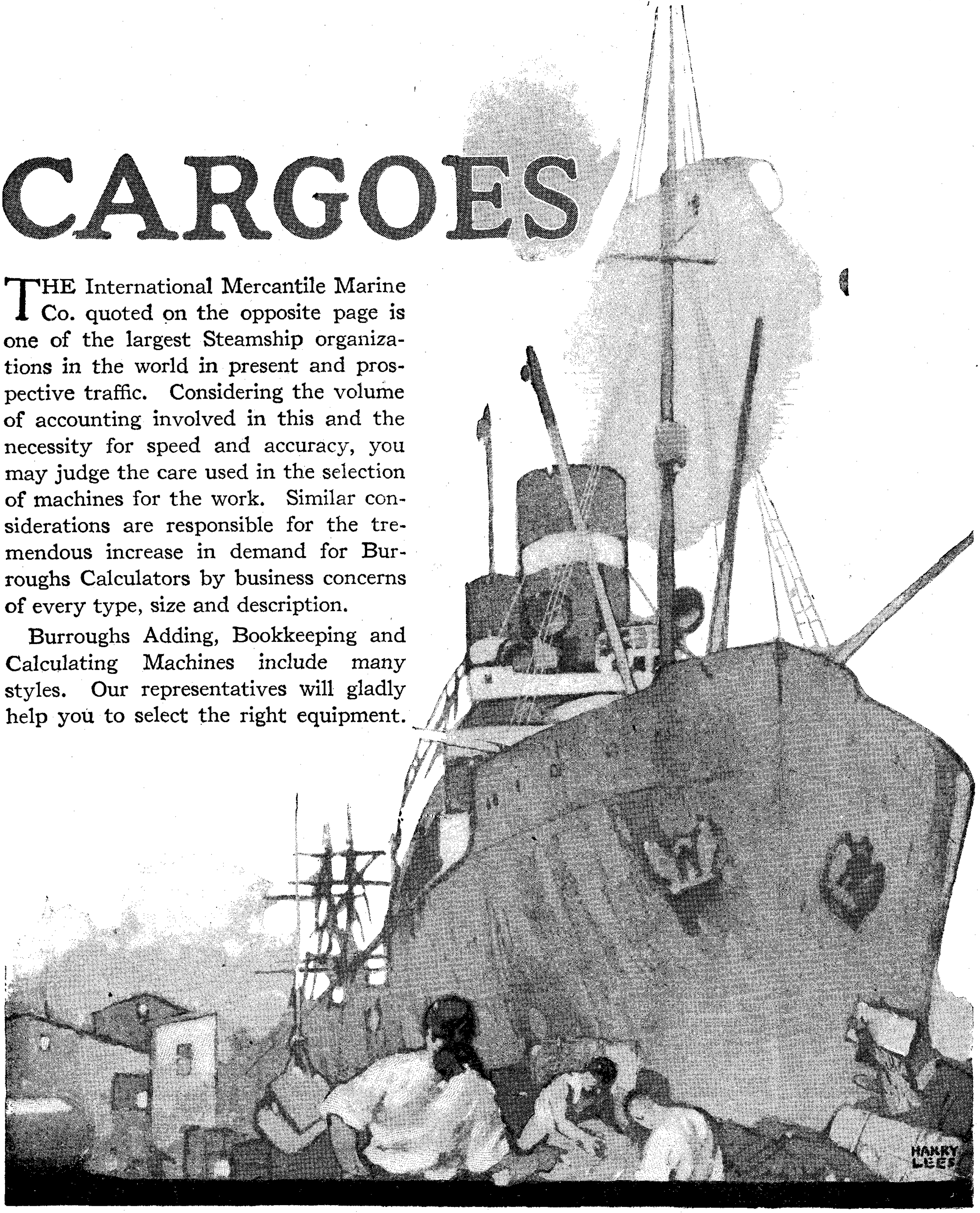
ADDING-BOOKKEEPING-CALCULATING

A-B-C

CARGOES

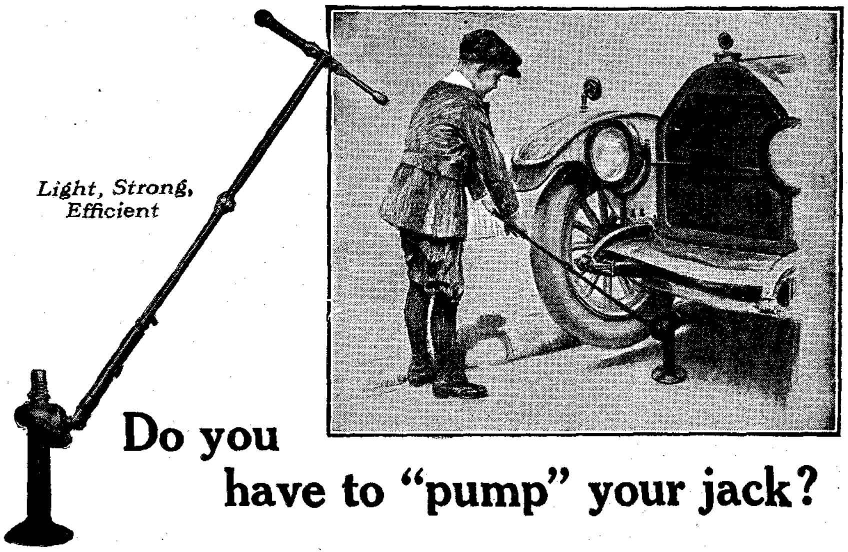
THE International Mercantile Marine Co. quoted on the opposite page is one of the largest Steamship organizations in the world in present and prospective traffic. Considering the volume of accounting involved in this and the necessity for speed and accuracy, you may judge the care used in the selection of machines for the work. Similar considerations are responsible for the tremendous increase in demand for Burroughs Calculators by business concerns of every type, size and description.

Burroughs Adding, Bookkeeping and Calculating Machines include many styles. Our representatives will gladly help you to select the right equipment.



MACHINES FOR EVERY BUSINESS

Burroughs



Do you have to "pump" your jack?

ARE you still crouching in the dirt — soiling your clothes—straining your arm—"pumping" on a short jack handle to raise your car?

All these troubles are eliminated with the new Kimball Auto Jack. The long, rigid handle allows you to *slide* this jack to any point under car without inconvenience. A few easy turns at the end of handle and the car is raised. Every ounce of pressure exerted is increased a *hundred times* and applied directly at the lifting point.

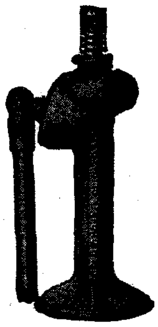
The Kimball Auto Jack folds up in compact form and can be carried conveniently in the tool box.

325,000 Kimball Auto Jacks are now in use. It is *standard equipment* on 14 leading cars.

Don't be annoyed again with the troublesome, old-fashioned jack. Ask your dealer to show you the new Kimball Auto Jacks.

Sales Department
EDWARD A. CASSIDY CO., Inc.
23 W. 43rd Street
New York, N. Y.

Manufacturers: F. W. MANN CO.
Milford, Mass.



KIMBALL BALL BEARING AUTO JACK

AVOID DANGER

Prevent such Collisions as these

Crowded traffic, a car ahead and a quick turn without indication —these are responsible for many a rear-end collision.

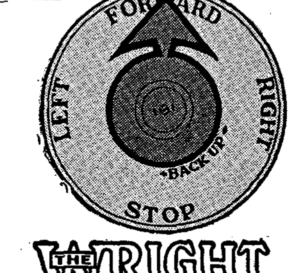
Avoid this danger with the resultant delay and repair bill, by installing a WRIGHT Traffic and Danger Signal on your car.

The WRIGHT Signal fits over the tail light and warns the driver in the rear, in ample time, of your intended line of direction.

Easily discernible at from 150 to 200 feet—DAY OR NIGHT. Simple operation —by ratchet on steering column. Is entirely mechanical—not dependent on storage battery or magnets. Guaranteed and for sale by all reliable dealers for $8.50—nickeled, solid copper, De Luxe Model $15.00.

A little booklet "FOR WHAT GOES BEFORE AND WHAT COMES AFTER" sent gratis upon request.

THE WRIGHT TRAFFIC SIGNAL CO.
Dept. C-2. Cincinnati, Ohio.



THE WRIGHT SIGNAL
For Increased Safety in Automobile Operation
$8.50
In Canada—$10.50

PERSONAL GLIMPSES
Continued

"HOME ASSISTANTS" AS A SOLUTION OF THE SERVANT PROBLEM

THE servant problem has vexed woman since Eve first went to housekeeping outside the Garden of Eden. She had no domestic help, and while she was cooking the porridge one morning the two boys got into trouble. To-day servants are as hard to get. When they come they don't stay, and when they do stay they are not worth keeping. So it was that five years ago Mrs. Richard Boardman, who was then living in a New Jersey suburb, decided to put her household management on a new basis. She became an engineer in household efficiency. She replaced the careless house servant with the careful home assistant, and succeeded in her new method. Her success became noised abroad. Other troubled women came to her for advice. Her telephone was ringing from matin to vesper. Letters of appeal came from near and very far. Then the Boardmans moved to New York, where they found that the method could be applied to apartments. And here Mrs. Boardman established herself as a professional household efficiency engineer. A writer in the New York *Evening Post* takes up the story as follows:

> Thus, to meet a popular demand, a new sort of efficiency expert has come into being, and the Home Assistant Conference Headquarters has been opened in the Rhinelander section. Worried housewives have a consulting engineer in household efficiency to turn to when the old way, one of the last relics of feudalism, fails.
>
> An epitome of what the harassed housewife who consults Mrs. Boardman may expect to get is found in her slogan, "Housewives must centralize and standardize." Amplifying the last suggestion first, as being the more immediately obtainable, Mrs. Boardman explained that she had drawn up a "five-point contract" which showed the relative positions of the housewife and the home assistant. The details are worked out in every household, according to the amount of work required and the number of assistants employed:
>
> 1. Eight-hour day, six-day week.
> 2. Eat and sleep away from place of employment.
> 3. Extra pay for extra service.
> 4. No specialization.
> 5. Entire responsibility for (*a*) promptness of arrival, (*b*) regularity in coming, (*c*) fulfilment of duties.
>
> Point four Mrs. Boardman considers most advantageous from the housewife's angle. It recalls the "general houseworker," almost extinct in these days of specialization in domestic service. Point one makes all the difference to the worker, and point two, with H. C. L. stalking even the palace-dweller, makes all the difference to the housewife. Point three provides necessary elasticity. Point five demands a superior type of person, which is just the sort attracted by the Home Assistant Idea, according to Mrs. Boardman.
>
> "But how do you know the scheme will work for every one?" queried the still skeptical reporter.

PERSONAL GLIMPSES
Continued

"Because my household has been run with home assistants for five years, and mine is an average family," came the prompt reply. Mrs. Boardman went on to explain that her family consisted of two adults and three children. Part of the time since she had given up servants and had employed home assistants she had lived in a Jersey suburb. Mrs. Boardman now lives in a New York apartment. Long summers the Boardman family spends in Maine. The "five-point plan" has been satisfactory in these varied settings.

"Many of my friends have adopted the idea," continues Mrs. Boardman, "and I have come in broad contact with its workings through my lectures in different parts of the country and my work with the New York City Committee of Home Assistants, which was organized by the United States Department of Labor and functioned for a short time about a year ago."

Mrs. Boardman gave her services as manager of this experiment, the purpose of which was twofold—to find out whether or not employers were interested in the home-assistant idea and whether or not assistants were available. The response from housewives was so great that the office was taxed beyond its facilities, and soon all publicity was stopt. A supply of assistants sprang from the ranks of women to whom domestic work was congenial but who thought domestic service degrading. The status of the home assistant drew reliable, competent persons from untapped sources. This office was closed when the Federal Employment Bureau ceased to exist.

"Housewives in every locality must form bureaus as clearing-houses," said Mrs. Boardman in explaining the first requirement in her slogan. "Intelligence offices do not have the type of client required. These bureaus should be on a business basis and the fees would pay the cost of operating. This would connote a standard for service for conditions of employment and rate of remuneration. In time there must be a national association."

"The home-assistant idea is not meant to supplant but supplement the old order of domestic service," concluded Mrs. Boardman. "I know households where the two schemes work side by side. To those who are happy in the old way the home-assistant idea makes no appeal, but to the countless others it shows a way out."

The Celebrity Himself.—A colored man knocked at Mrs. Brown's door and asked for a job.

"What's your name?" asked Mrs. Brown, for she liked the look of the fellow.

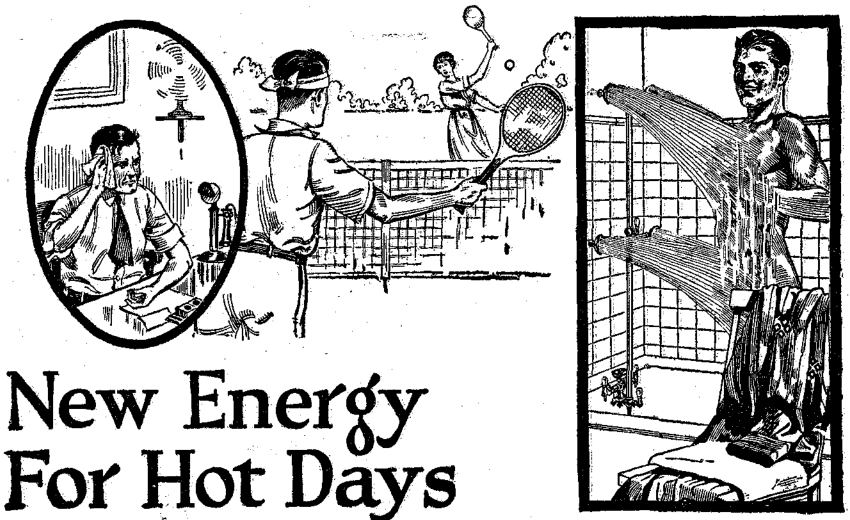
"Ma name's Poe, ma'am," he answered.

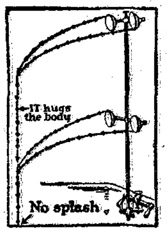
"Poe, eh?" asked Mrs. Brown. "I suppose some of your family once worked for the great Edgar Allan Poe, didn't they?"

The colored man's eyes bulged. "Why, ma'am," he said, "Ah am Edgar Allan Poe!"—*London Tit-Bits.*

Giving Him Room.—"Gracious! I didn't know you were going away."

"Yes, the doctor has ordered my husband to stop smoking, and I'm going to mother's for the first few weeks."—*Judge (New York).*





New Energy For Hot Days

No curtain—no splash! The needle-like, converging streams played directly against the body make either hot or cold water energizing and invigorating. And no wetting of hair!

A brisk, 3-minute shower-bath—quick, easy, and in clean, *running* water—puts you at peace with the temperature and renews your vitality.

Start with warm water, then gradually change to tempered, and finish in cool or cold water. The ideal way of bathing. It makes you *live!*

Portable models fit any tub. Attach your own. Permanent models are simple and economical to install in new or remodeled homes.

Install a Kenney Shower *now*. Don't be without one another day. Your ***plumber*** or ***house-furnishing*** dealer will supply you. If they can't, write us and we will see that your order is filled—***promptly!*** From $10 up.

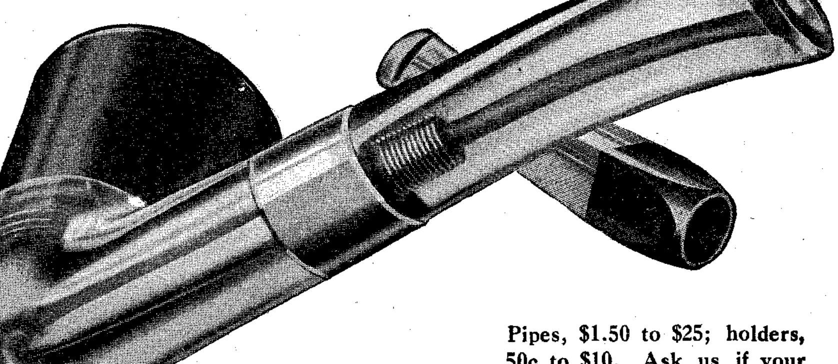
Send for the interesting booklet, "Fun and Health in Running Water."

Bathe Daily with a
Kenney Shower
No Curtain—No Splash
CURTAINLESS SHOWER CO., Dept. L-6, 507 Fifth Avenue, New York

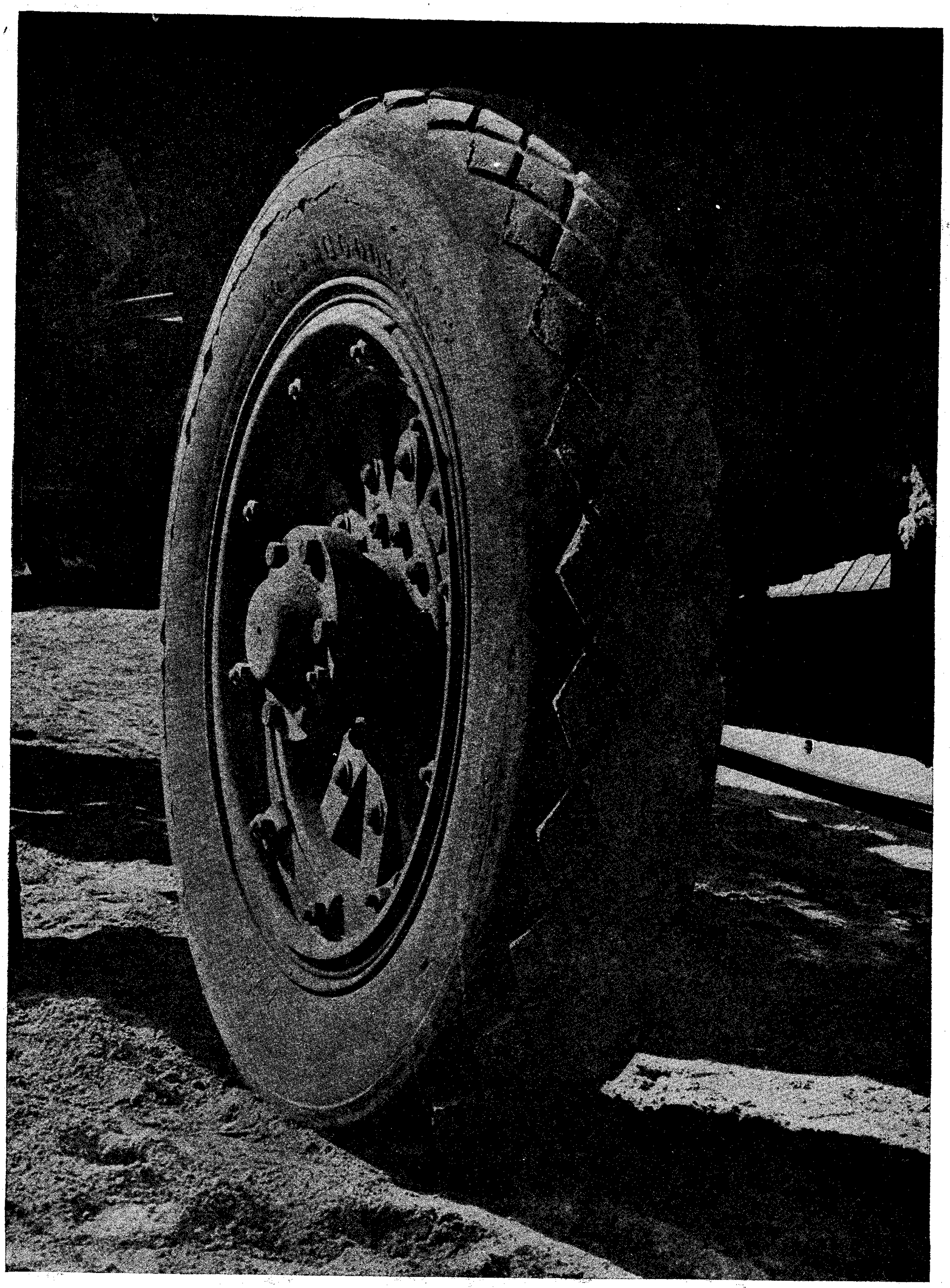
REDMANOL
REG. U.S. PAT. OFF
The Perfect Mouthpiece

TWO things for any man to pride: a perfect drive and a pipe with a REDMANOL bit. Easily rivaling amber's beauty, REDMANOL is stronger, without taste or odor. Hand cut by careful craftsmen, it truly is the perfect mouthpiece. With shapes and styles for every taste and a price that will surely suit.

REDMANOL CHEMICAL PRODUCTS CO.
CHICAGO Dept. 67 ILLINOIS



Pipes, $1.50 to $25; holders, 50c to $10. Ask us if your dealer hasn't them.



Un-retouched photograph showing the condition of a Goodyear Cord Tire still running after 26,000 miles of service on a motor truck owned by Charles T. Smith Co., Inc., Bottlers, New Bedford, Massachusetts

Copyright 1920, by The Goodyear Tire & Rubber Co.

GOODYEAR

Proof of the Big Pneumatic Written in Goodyear Miles

The effect of Goodyear Cord construction, in making the pneumatic truck tire immensely practical, is shown in mileages rolled up by Goodyear Cord Tires, of 6-inch or greater diameters, on many hauling routes. A group of 259 Goodyear Cord Tires, reported at random, averaged beyond 12,000 miles per tire, 109 of these still remaining at work. The first 100 averaged 22,145 miles per tire, with 35 still in service. The scores of the four Goodyear Cord Tires, at the top of the partial list below, far outdistance any pneumatic truck tire mileages brought to public attention up to the time this advertisement goes to press

Standard Oil Company, Bradentown, Florida	60,000 miles
Standard Oil Company, Bradentown, Florida	52,000 miles
W. H. La Bar, Mechanicsville, N. Y.	45,000 miles
Long Leaf Pine Company, Tampa, Florida	45,000 miles
Denhalter Bottling Works, Salt Lake City, Utah	42,250 miles
Long Leaf Pine Company, Tampa, Florida (2 tires—each)	40,000 miles*
C. B. Mallard Co., Jacksonville, Florida (2 tires—each)	36,000 miles
Russel Taxi Co., Des Moines, Iowa	36,000 miles*
Tacoma Transit Co., Tacoma, Washington	35,000 miles
A. W. Kromp, Schenectady, N. Y. (2 tires—each)	35,000 miles
Sarraino Bros., Gloversville, N. Y. (2 tires—each)	35,000 miles
W. H. La Bar, Mechanicsville, N. Y.	35,000 miles
Fairfield Dairy Co., Fairfield, N. J. (2 tires—each)	34,120 miles
Smith's Dairy Farm, Aberdeen, Washington	34,000 miles
Ward Bros. Co., Inc., Rochester, N. Y.	32,000 miles
J. Keyser, Paterson, N. J.	31,481 miles
W. H. La Bar, Mechanicsville, N. Y.	30,622 miles*
J. Keyser, Paterson, N. J.	30,192 miles
Wm. F. Taubel, Inc., Riverside, N. J.	30,000 miles
C. R. Spikard Auto Stages, Los Angeles, Cal.	30,000 miles*
B. J. Henner Carting Co., Rochester, N. Y.	28,433 miles
M. Berg & Sons, St. Paul, Minn.	27,800 miles
B. J. Henner Carting Co., Rochester, N. Y.	27,067 miles
C. R. Spikard Auto Stages, Los Angeles, Cal.	26,000 miles*
C. R. Spikard Auto Stages, Los Angeles, Cal.	26,000 miles
Charles T. Smith Co., New Bedford, Mass.	26,000 miles*
B. J. Henner Carting Co., Rochester, N. Y.	25,681 miles
Ward Bros. Co., Inc., Rochester, N. Y.	25,148 miles
Charles T. Smith Co., New Bedford, Mass.	25,000 miles
William Adams, Snyder, Nebraska	25,000 miles*

*Still in Service

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SAVE DRIVERS-LOADS-TRUCKS-ROADS
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CORD TIRES

MOTORING AND AVIATION

FROM KITE-FLYING TO BREAKING THE AIRPLANE ALTITUDE RECORD

THREE months ago Maj. R. W. Schroeder, U. S. A., broke the world's altitude record by climbing to a height of 36,130 feet, where he lapsed into unconsciousness and dropt to within a few thousand feet of the earth before recovering and righting his machine for a safe landing. Aviation circles were startled, and numerous inquiries have been made as to the value of the results gained through such hazards and physical hardships as at present are involved in altitude-flying. This aviator answers that the publicity and cognizance of establishing a world's record is in itself a source of satisfaction because of the tremendous influence which aeronautics exerted in the world-war, and because of the commercial possibilities which it now has as a means of transportation. In *Wings* (Dayton, Ohio), the intrepid Major tells something about his career, ending with a brief account of his record-breaking flight. He writes:

As a boy, kites were my greatest toy, and to see a balloon at the county fair was an attraction which held my thoughts months before and after the event. In 1908, with the meager information which was available at that time, I built a small glider which for two years satisfied my heart's desire, but placed gray hairs in my head. In 1910 power-driven airplanes were making their appearance for exhibition purposes, and my attention was naturally attracted to these superhuman wonders. The matter of purchasing one of these machines was far beyond my means, so as an alternative I took a position as mechanician for a Mr. Castellane, who was to give an exhibition at Mansfield, N. Y. After several months of hurried preparation, on his first attempt to fly, he was killed. This accident had no effect on my enthusiasm, as I was convinced he had no knowledge of the art of flying, and it only made me realize that flying required a great deal of study before being attempted. I then acted as mechanician for Otto Brodie, at that time a very well-known exhibition flier, through whose kindness I was given my first opportunity to fly a power-driven airplane; this airplane being a small biplane equipped with a 50-horsepower Gnome engine. The memory of my first altitude flight in this machine will always be fresh in my mind. This altitude flight was then considered quite a eat, altho we reached a height of only one hundred feet after flying a total time of ninety minutes. In 1911, Lincoln Beachey astonished the world with his remarkably interesting reports of conditions of the atmosphere at much higher altitudes.

These reports led me to a study of meteorology, especially cloud formation, heights of these clouds, winds to be encountered, and storm conditions. These tudies showed that at the greater altitudes one traveled the more uniform were the direction and force of the wind. Even he possibility of traveling above the storms seemed quite feasible. The next few years I spent with various exhibition fliers and had ample opportunity to study the reports of investigations made by meteorologists all over the world. These reports showed considerable variation and were made up in most cases of self-recording instruments sent to high altitudes by balloons and kites. The greatest height reached by man was 33,900 feet, made by Dr. Berson and Professor Suring in 1901, recording a temperature of minus 40° Cent. and strong westerly winds.

In 1916 the United States Government showed considerable interest in aeronautics, and organized a Reserve Corps of the army to train pilots. This seemed an ideal opportunity for me and I enlisted in the fall of 1916. After a thorough training, I acted for many months as flying instructor, averaging from four to six hours per day in the air, and then was transferred to Dayton, Ohio, with the Technical Section of the Air Service and made Chief Test Pilot.

In the spring of 1918 our armies in Europe were in a position to send authentic reports regarding aviation, these all indicating that in all branches of the air to be able to reach high altitudes was a decided advantage. The Bolling Aviation Mission returned with a plea to American inventive genius to perfect the airplane to combat the obstacles of high altitudes.

Scientific reports showed that the ordinary aviation engine lost approximately one-half of its horse-power at an altitude of 20,000 feet. The explanation given was that sufficient oxygen or proper carburetion was lacking. This condition is explained from the fact that, altho the air at that altitude contained practically the same percentage of oxygen, the reduction of pressure from 14.7 pounds per square inch at sea-level to 6.82 pounds per square inch at 20,000 feet caused the gases to expand so that the density of the air is one-half of what it is on the ground. Therefore, to obtain the necessary amount of oxygen, it would be necessary to use twice as much air as at ground-level.

In the fall of 1918, after many trials, I was able to reach an altitude of 29,000 feet with a service type of machine, which was then a world's record. This had been the first time I had reached the high-velocity uniform winds that meteorologists claimed existed, and, altho I headed west, found myself upon landing two hundred miles east of my starting-point after being in the air less than two hours.

The observation on this flight showed many obstacles to be overcome, but the possibilities of navigation at these altitudes spurred my enthusiasm on more than ever. I could visualize airplanes leaving New York in the morning and landing in Paris for dinner; giant bombers climbing out of sight and sound and then going over enemy territory; light pursuit planes darting from far above on enemy planes with such speed that the enemy would be easy prey.

The United States Government had already made a call to men of science to overcome this obstacle, and upon investigation I found that already Dr. Moss, of the General Electric Company, had developed and built a supercharger, a device so powerful that it was found impossible to test it at sea-level, and it had to be taken to Pike's Peak for a try-out. From the beginning this device proved even more successful than the inventor had hoped for. Upon the completion of the tests at Pike's Peak, the supercharger was immediately shipped to our station for flying tests. Realizing that this device, if successful, would carry me to a height of which very little was known, and where I unquestionably would have many rough voyages, I decided this installation should be in the Le Pere biplane, an extremely strong and rugged airplane manufactured late in the war.

My first flights with the supercharger brought me before many discouraging problems, one being the obtaining of a suitable propeller, for a propeller which was efficient on the ground proved useless at higher altitudes where the density of the air is reduced. The difficulty of cooling also presented itself. I also soon discovered that at the extremely low temperature found at high altitudes my goggles frosted, and I was compelled to build a set of non-freezing lenses of my own design. Innumerable minor troubles in the power-plant installation appeared on trial flights.

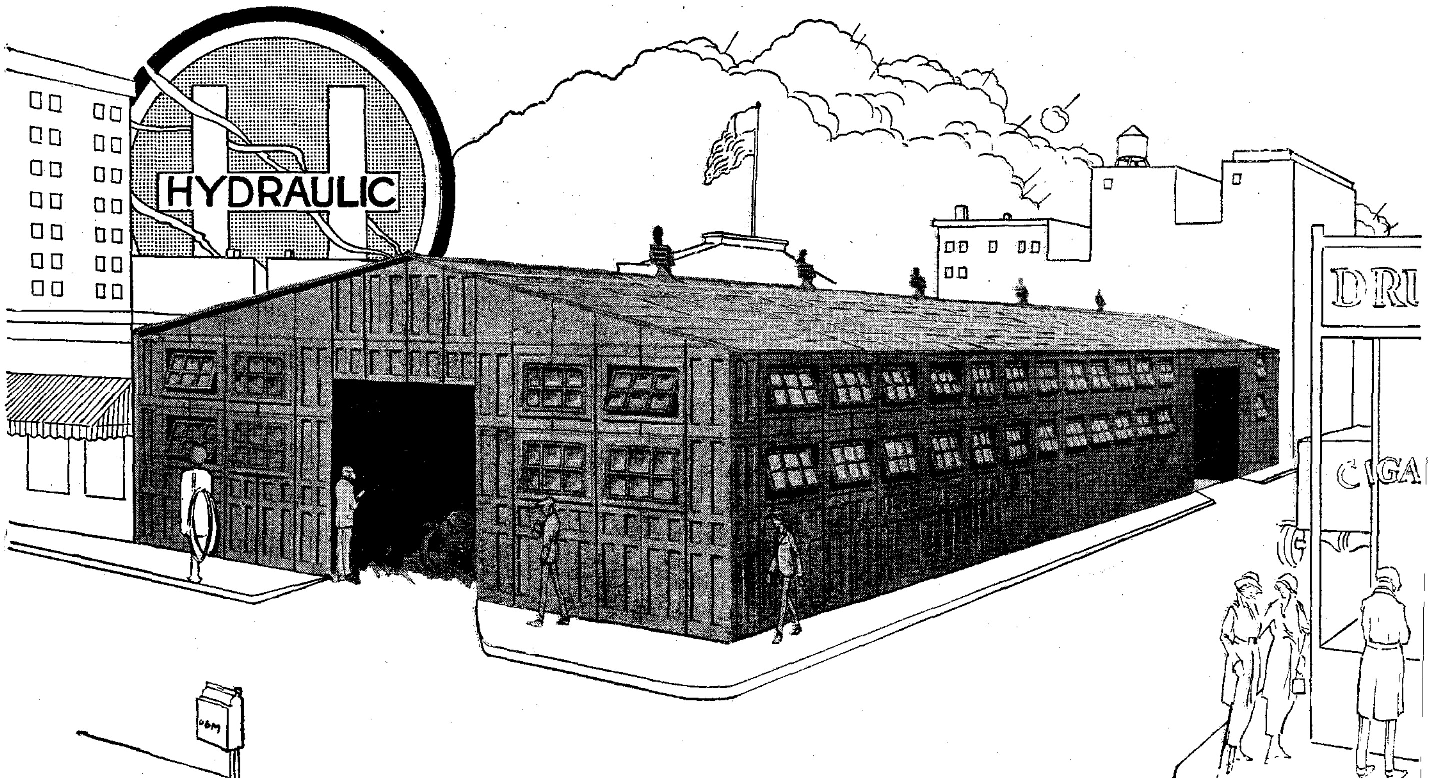
Finally, on February 27, 1920, the entire airplane seemed clear of all possible obstacles, and I prepared to make the flight. I was supplied with three hours' fuel and two bottles of oxygen, sufficient for four hours' flight if they functioned properly, and was drest in a fur-lined suit, helmet which covered the entire head, fur-lined moccasins, and fur driving-gloves, having taken the extra precaution of attaching an electric circuit to the control-stick to be sure I could always keep my hands warm.

He left the ground at McCook Field at 11:40 A.M., heading due west. His plan was to fly until his fuel was exhausted, and then to drift back to McCook Field, knowing that the powerful westerly winds he would encounter at a great height would force his plane eastward. He goes on:

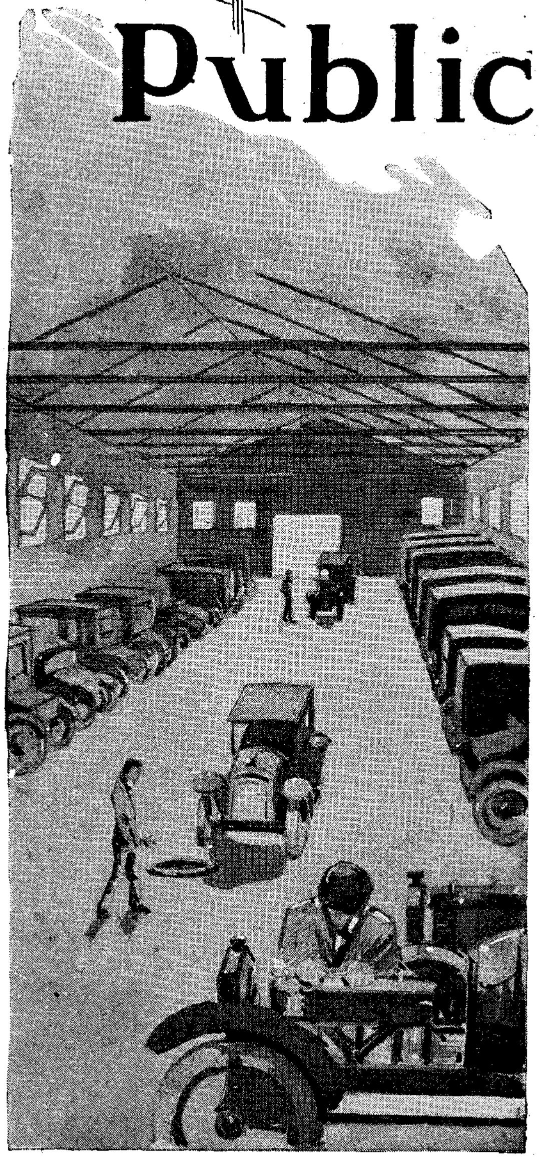
The day was beautifully clear and my engine was running exceptionally well. Gradually more of the earth spread out before me, objects becoming smaller. Dayton was now the size of a newspaper; the temperature was dropping very rapidly, but the sky seemed much brighter and the air fresher. Two hundred miles distant I could plainly see the Ohio River like a thread of silver lying in the sunshine. The city of Cincinnati looked like a tiny checker-board.

At 33,000 feet only a few cirrus clouds remained above me. They interested me greatly, as I had read that they were simply wind-whipt snow-storms. On passing through one of these clouds, I put out my glove-covered hand and quickly gathered a number of tiny crystals of snow which glistened like diamonds.

At 35,000 feet my thermometer registered a temperature of minus 67° F. below zero. The exhaust of the engine now worried me greatly, as it blew about my head and filled the cockpit with clouds of



Public Garages



—in any width up to 60 feet by any length *without a post.*

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—of reasonable cost. Standardization and elimination of waste, keep costs down.

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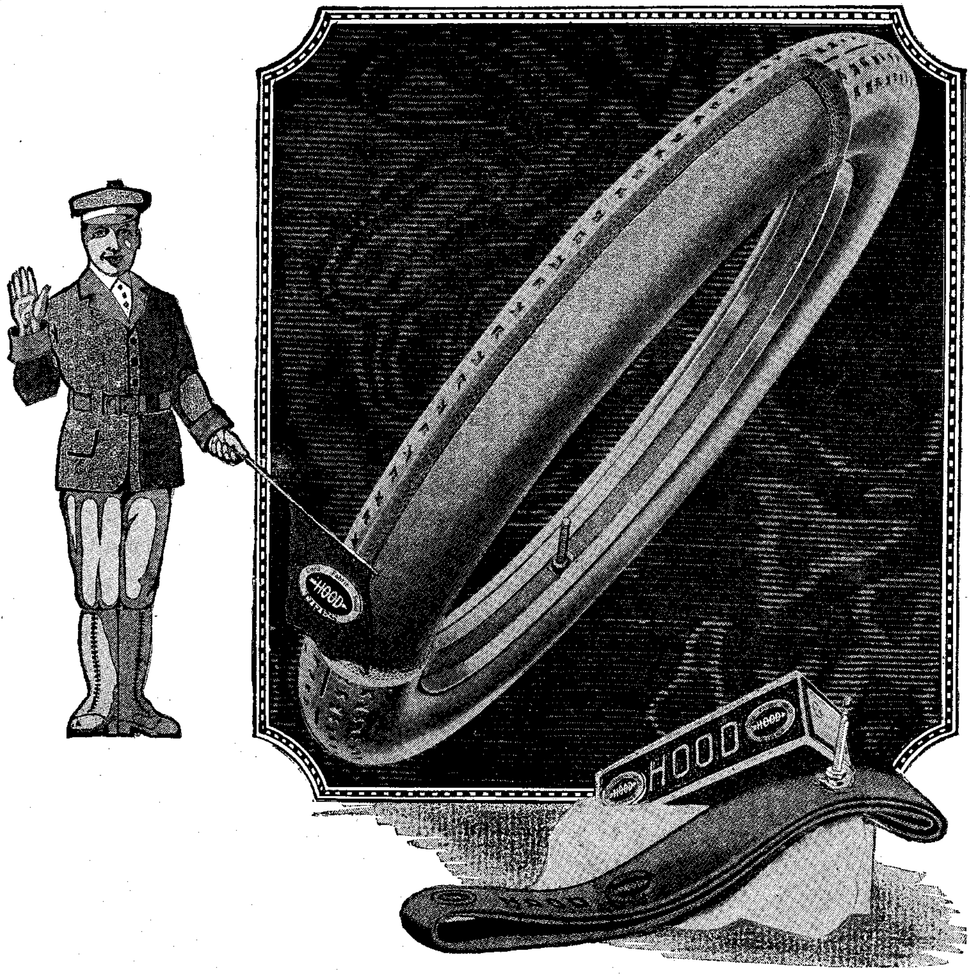


It may interest you to know—

It may interest you to know that a great many concerns operating large fleets of pneumatic-tired commercial cars not only have found Hood Red Tubes more dependable than others, but that the tires in which they are used invariably deliver greater mileage and more uniform service than when otherwise equipped.

That Hood Red Tubes are more dependable is something well worth remembering, but the fact that the tires in which they are used deliver greater mileage and more uniform service is even more to the point.

Of course, it is hardly to be expected that you will want to bother about checking up your purchases quite as rigidly as a highly organized business concern—

But it requires neither time nor trouble for you to take a lesson from the experience of those who have reduced their tire buying almost to an exact science.

You will have no trouble finding a Hood Dealer.

Look for him at the Sign of the Red Man.

HOOD RUBBER PRODUCTS CO.
Watertown, Mass.

Cord Fabric Solid
HOOD
TIRES

The Sign of a Hood Dealer

MOTORING AND AVIATION
Continued

white steam, probably due to the condensation of the water vapor present in the exhaust of a gasoline-engine. The effect of inhaling this exhaust, which contains a large percentage of carbon monoxid gas, was very noticeable. Many people on the ground reported seeing this streak of white smoke in the sky and thought it was a comet in the heavens. Later a report was given out that a meteor had fallen in the vicinity of Dayton.

Just a short distance above 35,000 feet I encountered extremely bumpy air conditions, which I believed to be due to the disturbances caused between the region of the atmosphere affected by ground winds and variable temperature and the upper air, or stratasphere, where the wind rises slightly at higher altitudes. This was a few minutes later when I found that my thermometer had risen from minus 67° to minus 65° F. I also began to drift backward at a rapid rate, showing that I had at last reached the region of the constant antitrade winds.

At 36,000 my oxygen began to fail, and upon opening the valve wide, I realized that I must immediately return to a lower level and set my control for a rapid descent. At this point I must have become unconscious. My next sensation was of a terrific explosion in my head, and on looking about discovered I was within a few thousand feet of earth and in a strange territory. My eyes pained me very much and my hearing seemed to be gone. With a great effort I leveled the machine and headed west by locating the sun, trusting that I had been blown to the east by the strong upper current. After about fifteen minutes' flying I found myself over Wilbur Wright's airdrome, but by this time my eyes were practically blind and I was sure that to attempt a landing would be disastrous, and concluded that possibly by going on to McCook Field my eyesight would recover. In a few minutes I was directly over McCook Field, but my eyes were worse than ever, so I decided the best thing to do was to gain a little altitude and jump to safety with my parachute and allow the machine to crash. While these thoughts were passing through my mind I realized that I was over McCook Field, and the only explanation I can give for making a turn, shutting off my motor, and landing at this time is that it was a favorite spot to cut off at and glide into the field in every-day flying, and my action was purely a mechanical one. The wheels hit the ground and I found myself unable to move a muscle and with both eyes tightly closed.

After several days under the doctor's care, I was able to examine my instruments and record my observations. The calibration of the instruments gave me an altitude of 26,130 feet, calculated by the Bureau of Standards' method of calculation from the recorded reading of 7.97 inches of mercury. At the maximum height I was still climbing at the rate of 120 feet per minute, showing that I still had considerable distance to go before reaching the ceiling of the machine. Considering the indicated forward speed and the distance I was driven back, there must exist winds with a velocity in the neighborhood of 220 miles per hour at points between thirty and thirty-five thousand feet, and which are always from a westerly direction. These winds are known as the antitrade winds, varying but slightly the year round, and being a little stronger in winter than in summer. To make use of these high velocity winds in air-travel is quite feasible; in fact, my present plan includes a non-stop trip from San Francisco to start in the morning, landing in New York before sundown. This feat I fully expect to accomplish within this year. Speeds of 300 to 400 miles per hour will easily be obtained, assisted by such strong winds.

A close examination of my instruments showed that I had fallen a vertical distance of 33,000 feet in two minutes and three seconds at a speed varying from 300 to 160 miles per hour. Fifteen seconds more and I would have crashed to the earth.

This brings up the question—what caused me to regain consciousness? My own explanation seems to satisfy our medical officers. At the start of the fall I was under an atmospheric pressure of about five and one-half pounds per square inch. This drop in pressure had come on gradually to the inner system. At the end of the fall I was under an atmospheric pressure of about fourteen pounds per square inch, or I had tripled the pressure at a terrific rate. Even when gliding down at normal speed from altitude the ear-drum caused great pain, due to the attempt of the inner ear to increase its pressure as fast as the outside pressure increases. From 20,000 feet down sufficient oxygen was in the air to supply my needs, but something was necessary to rouse me from my stupor. The seeming explosion in my head, caused no doubt by the rush of air to the inner ear to equalize the pressure, caused a concussion effect similar to an explosion, this sudden shock rousing my stupefied nerves sufficiently to make me realize my position.

The physical effects of this experience were rather startling. Upon examination of my eyes, much to my relief, the doctor pronounced their condition only temporary, and altho extremely painful the first twenty-four hours, they quickly returned to normal. Except for a varying fever I felt quite normal. My pulse was quite high, and after a careful examination it was found that my heart had expanded almost three times its normal size. This heart-condition gradually disappeared, and I was advised by the doctor that no ill effects would result.

I believe that a flight from Frisco to New York is really possible. The antitrade winds were approximately 200 miles an hour up there. My forward speed at that altitude was about 120 miles an hour. If I had turned around and gone east I would have gone 200 miles plus my 120 miles, or possibly 320 miles an hour. We shall say that we move east 300 miles an hour. New York being 2,400 miles from Frisco, it would mean an eight-hour flight. So it is really possible, and all we have to do is to use this supercharger, put in a proper cabin, go to that altitude, and throttle down enough to stay there, and travel a very few air-miles, but a great number of ground-miles, to make that time. Economy in flying will be reached that way for aerial transportation and heavy passenger work.

FARMERS READY TO BUY A MILLION MOTOR-TRUCKS—Farmers are gradually becoming converted to the use of motor-trucks. W. C. Durant, president of General Motors Corporation, we are informed in *The Wall Street Journal*, believes that the United States will be producing 1,500,000 motor-trucks annually within a few years; and that American farmers will take a substantial part of this enormous output is revealed in some statistics gathered by the Goodyear Tire and Rubber Company. It seems that—

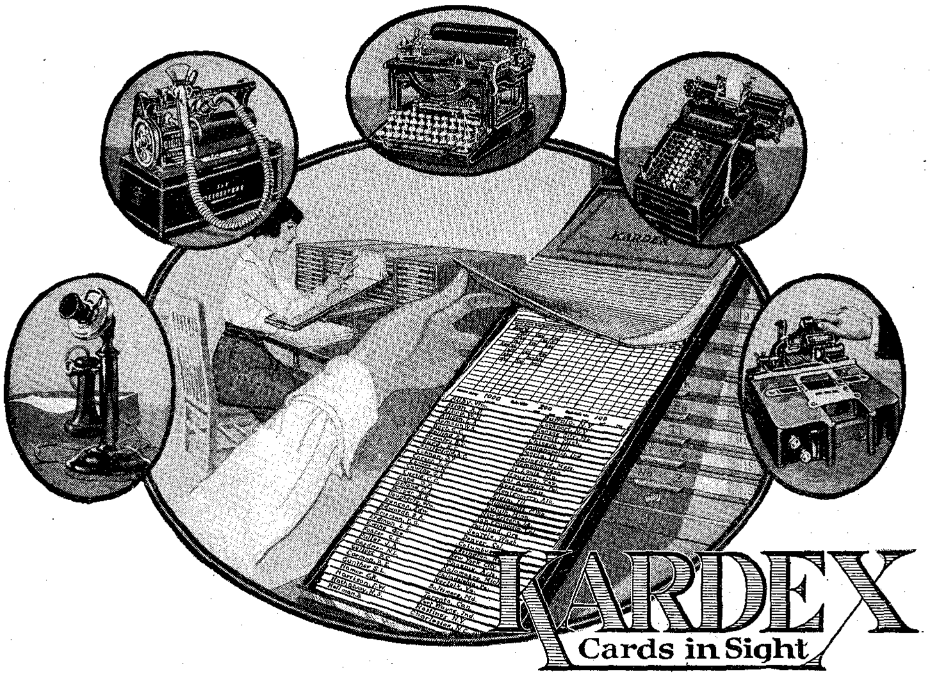
> About 42,000 of all classes of farmers in the United States were reached by questionnaires sent out by the Goodyear Company. It is believed that the replies received were typical of two million out of the nearly seven million farms in the country.
>
> More than 44 per cent. of the farmers questioned stated that they were considering the purchase of motor-trucks. Applying this percentage to the two million farmers which it is estimated the replies represented, there are revealed nearly one million prospective motor-truck buyers.
>
> Only 26 per cent. of the farmers who replied were truck-users, while 74 per cent. used horses. Reasons why those who believe in motor-trucks did not buy them immediately indicate that 33 per cent. were holding back for financial reasons and 11 per cent. felt that the highways were not sufficiently developed.

AUTOMOBILE GUIDE-BOOKS

We have received a set of the annual issue of the "Automobile Blue Books" for 1920, which cover every section of the United States in a most thoroughgoing and remarkable way. It is perhaps sufficient to say that with the aid of these volumes a motorist could start from Maine and thread his way through every State of the Union, through the mazes of city streets or the passes of our great mountai ranges, from coast to coast and from Mexico to Canada. Every turn he must take is specifically indicated, and even every dangerous curve or confusing cross-road is carefully pointed out. Travelers who have depended on casual inquiries put to passers-by, or "natives" of the locality, know only too well how misleading and mistaken their replies are apt to be. Such guide-books as these, however, with thei carefully detailed maps and specific instructions, are subject to no such careless blunders. Even the character of the roads to be traveled, whether dirt, sand, gravel, or macadam, is specified, so that the traveler can pick the best route by studying these volumes before he even begins his trip. Each book is profusely sprinkled with maps, large and small, showing the routes from State to State, the highways streams, railroads, and villages of ever region, and small maps of each city through which the traveler will pass. Even the advertisements of the hotels and garages have their use, as may easily be imagined by those who have to face the question o shelter and supplies at the end of each day's journey. The volume covering New York City is a veritable guide-book to the metropolis, and would be useful to any visitor to New York, whether with or without an automobile.

Volumes I to VI cover the States east of the Mississippi, while volumes V t XI cover the Western States.

A rigorous use of these volumes in actual practise has amply demonstrated thei value.



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Wherever records are kept, Kardex brings beneficial results—in office, factory, store, bank, institution, etc.

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FRENCH, BELGIAN, AND BRITISH VIEWS OF OUR MOTOR-CARS

AMERICAN motorists who see their cars as others see them, especially if the "others" happen to be French and Belgian automobile dealers and owners, will not be unduly puffed up with pride. There is a plentiful supply of American cars in Belgium just now, for instance, but even the dealers who handle them are inclined to turn up their noses a little at American "cheap-Jack" methods and lack of finish. This is natural, no doubt, in a land which looks upon an automobile as a luxury, almost a work of art, rather than as the universal utility it has become over here. In one of the leading garages of Brussels, Marc Braun, a staff correspondent of the Michigan *Manufacturer and Financial Record* (Detroit), found a dealer ready to discuss the American car in relation to the European market. "They are at least 50 per cent. better than what they were before the war," he said, taking up the favorable side of the matter first.

"First of all, their general appearance is better; they are roomier than they used to be; in most cases the motor and chassis are simpler; parts have been reduced to a minimum; the motors themselves are much better made; the *carrosserie* (body) is a better job.

"However, there are some things which you still lack to make your cars comparable with the majority of French and Belgian and even English automobiles. First of all, in too many cases the smaller parts, such as nuts, bolts, etc., are not fastened well enough, which seems to indicate haste in putting the car through instead of taking time to inspect it to make sure that everything is right. Almost all your cars are lacking in neat finish for the motor. Take the Ford, for instance, and compare the appearance of its engine with that of almost any European car. Its looks are unpleasing to the eye—from our European point of view—while our engines are clean, painted, and have no rough edges. The same applies to your axles. Appearance in general is decidedly in favor of the European car. Another weak point: Your lubrication systems generally are not satisfactory. Furthermore, in quite a number of cases your body work is not neatly done, indicating too much haste, too much the idea of quantity rather than quality."

Just then a customer came in. He had placed an order for a French car, the price of which is 14,000 francs, or about $1,050 at present exchange-rates, and wanted to know when he was to get it. He had been waiting several weeks.

"You will still have to wait until March 1," said the dealer. Right there I ventured to remark: "You could get an American car for less money, and immediately," I said. "Would you cancel your order and buy an American machine if delivery were to be made to-morrow?"

"I would not, even if your American cars were half the price of the French car I ordered," the customer replied, with some heat.

"Why so? What do you find wrong with our cars?" I asked.

MOTORING AND AVIATION
Continued

"Except a few of your high-priced machines," he answered, "I may tell you that hardly any of your cars really please the European buyer, except perhaps in England. We on the Continent have never considered the automobile in any other way except as an *article de luxe*, just about the same as a rare painting or an antique, vase. We buy a car not to go to business, but to go out for pleasure. And when you do that, you want something concerning which the matter of price is not at all essential. Naturally you go according to your means, but 95 per cent. of the purchasers on the Continent are people with plenty of means. Here in Belgium and in France you do not find many common travelers or foremen or office managers, much less workingmen, with automobiles. In England the tendency is much more to imitate the American idea, but nowhere else on the Continent. Of course, there may be some exceptions, but such cases are so few that they are not worth while talking about.

"That is the reason a man like myself does not want an automobile except one which is a fine and well-finished car. Now, your American cars of moderate price all lack in nice, neat finish, while your high-priced automobiles which meet our tastes cost just as much, or even more, than the better class of cars made in Europe, and when it comes to deciding between the American and the European, most people take the car made over here."

All of which is not just what I had hoped to hear said about our cars. So to make sure that I was getting the right impression I went to see two other dealers, one of them handling an American make of automobile. This dealer gave me some most interesting pointers.

"Yes, I am doing all I can to sell American cars, and I have sold quite a number," he said. "However, I am not suffering from the illusion that I will be able to sell many of them in a year or so, when production in Europe is larger.

"There will be, no doubt, an increasing demand for a few of the lower-priced American machines until the time when here in Europe something similar is being made. That, I am sure, is still some years off. But once our well-known concerns like Peugeot, Renault, Panhard, de Dion-Bouton, in France; Fiat Lancia, in Italy; Metallurgique, Pipe, and F. N. Minerva, here in Belgium, to mention just a few from among a hundred, are in full production, you will find that the demand for American automobiles on the Continent will drop off unless the American manufacturers make some important changes in their construction of cars for the Continent of Europe."

And the dealer repeated almost exactly what the first one mentioned had said.

Now if you care to know what some European owners of our cars say—and I asked several—it may be summarized as follows: The machines are well worth the money, but were bought only because it was practically impossible to get new cars here, and those new cars which may be ordered now can not be delivered in months, in some cases even a year. Just as soon, however, as most of the better known French and Belgian automobiles are again to be had, owners of the American cars intend to sell theirs, because, they say, they lack in neatness and in finish. In short, to

IT'S THE EXTRA PROFITS
That Count

You, Mr. Storekeeper, are doing business with a certain overhead. If you could increase your business and keep the same rent and space, it would mean real money to you, wouldn't it?

You can. McLean Snug Seat Tables increase the seating capacity of your soda department 50%. The Display Tops sell goods while your customers are being served. You save money, time and space—*and get more business into the bargain.*

McLean Snug Seat Tables are made with the chairs fitting snugly under the table. The Display Tables have a roomy plate glass compartment 4" deep by 26½" round for display that *sells goods.* They make service easier—increase the attractiveness of your store and the comfort of your customers. You can get them with display tops, wood tops, and white or black glass tops. Drug stores, department stores, ice cream parlors, confectionery shops and soda founts can make excellent use of these tables.

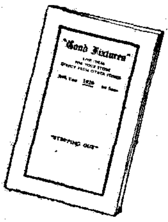
Write for "Good Fixtures"

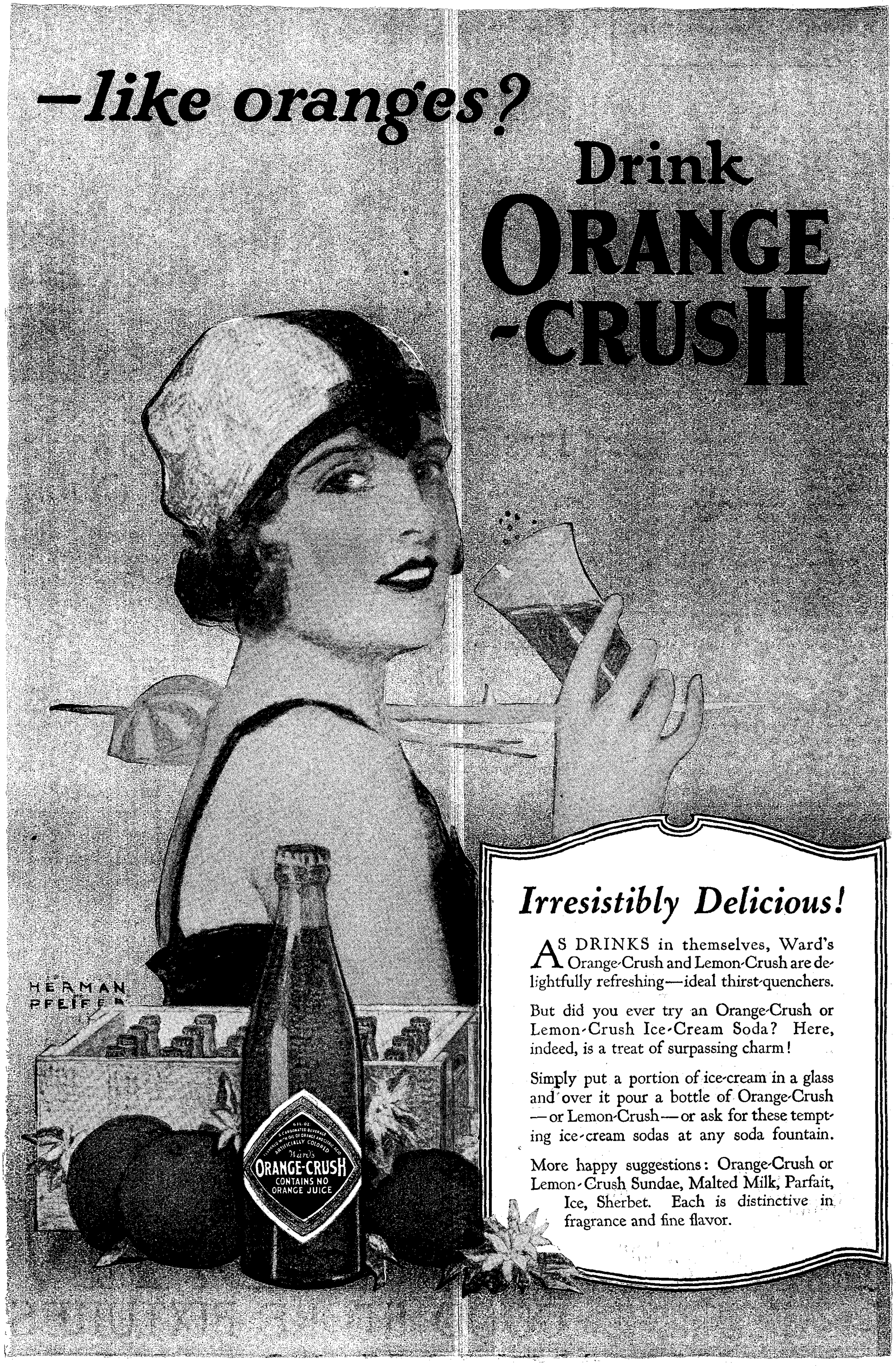
"Good Fixtures" is a monthly magazine published to help you increase your business. It is absolutely free—no strings or red tape. Simply send us your name and address and we will send you "Good Fixtures" every month—brimful of helpful ideas. You won't obligate yourself in the least.

Our catalog tells you how to select, order and install McLean Good Store Fixtures. We sell direct from factory to you, saving you all intermediate expense. Get in touch with us and let's see if we can boost your sales.

W. B. McLEAN MFG. COMPANY
3038 Bigelow Boulevard, Pittsburgh, Pa.

McLEAN
GOOD STORE FIXTURES




—like oranges?
Drink
ORANGE-CRUSH
HERMAN PFEIFER
Ward's
ORANGE-CRUSH
CONTAINS NO ORANGE JUICE

Irresistibly Delicious!

As DRINKS in themselves, Ward's Orange-Crush and Lemon-Crush are delightfully refreshing—ideal thirst-quenchers.

But did you ever try an Orange-Crush or Lemon-Crush Ice-Cream Soda? Here, indeed, is a treat of surpassing charm!

Simply put a portion of ice-cream in a glass and over it pour a bottle of Orange-Crush—or Lemon-Crush—or ask for these tempting ice-cream sodas at any soda fountain.

More happy suggestions: Orange-Crush or Lemon-Crush Sundae, Malted Milk, Parfait, Ice, Sherbet. Each is distinctive in fragrance and fine flavor.

—*tempting lemon tang*

Ward's LEMON -CRUSH

Ward's
LEMON
-CRUSH

—*and that's not all!*

In whatever form you drink Orange-Crush or Lemon-Crush, you *know* what you are getting—*not* imitation flavors, but a blend of the delicate and luscious fruit oil pressed from freshly-picked oranges or lemons, finest sugar and citric acid (the natural acid of oranges and lemons.)

Choose Orange-Crush or Lemon-Crush for all occasions. They are wholesome and healthful—cooling as the breeze from the open sea! Order them by the case for your home.

—*in bottles or at fountains*

Prepared by Orange-Crush Company, Chicago
Laboratory: Los Angeles

Send for free book, "The Story of Orange-Crush and Lemon-Crush"

MOTORING AND AVIATION
Continued

the European eye, our automobiles "look cheap."

Now let us see what they think of the American car across the Channel, in England, suggests the writer. That is worth while knowing, inasmuch as we export more cars to that country than to any other. As usual, this year, at the New York automobile show, special correspondents of the leading English automobile trade papers were to be found. *The Autocar*, of London, begins its seven-page New York show report with the following:

"A process of refining is this year discernible among the latest American cars on exhibition, the predominating maxim having become quality rather than quantity. Buyers are more critical and manufacturers must meet their desires. Most interesting is the report that aluminum alloy forgings are now talked of. When such parts as front and rear axles, connecting rods, and road wheels are made of aluminum, we shall be in possession of cars with a power-to-weight ratio hitherto undreamed of. Road wheels of disk or artillery pattern made of aluminum alloy are now being produced on a commercial basis. Features of the show are the great interest displayed in eight-cylinder engines, the steady growth in popularity of the disk wheel, and the fine arrangements of instrument boards."

Part of the general report reads as follows:

"This year is of exceptional interest because every manufacturer has had time to clean house after returning to a peace basis, and the designs are universally refined and a great many new products exhibited. If there is one thought which predominates over all others in a study of the cars exhibited, it is that in every instance the manufacturer has improved the quality of his product. Not only has design improved during the last year to a remarkable extent, but workmanship and materials are better. The increased prices, which are, of course, universal, are not by any means altogether due to higher labor and material costs; in fact, more efficient production methods have absorbed a great part of the increased labor and material charges, and higher prices are due to closer manufacturing limits and better materials.

"American automobile manufacturers have emerged from the war with a higher ideal of quality than they ever had before. Perhaps this ideal existed previous to the war, but commercial reasons made it impossible to build to it on a competitive basis. To-day, with the merchandising situation such that it will be impossible to produce in 1920 enough cars to supply the existing demand, there is not a manufacturer who has not been in a position to gratify every desire in the way of quality, with price a secondary consideration. In other words, this year the price throttle on engineering and manufacture has been removed."

The Motor, also of London, another important trade paper devoted exclusively to the automobile industry, has a special report, which, altho not as elaborate, is none the less interesting. It concludes as follows:

"I know it has been the correct thing in the past to say that the American car 'is not built to last.' That is now a futile remark. I have motored thousands of miles over the average roads there, and on cars that have stood up to their work for from two to five years, and the old argument will not do. While in many States the dirt roads are still too much in evidence, a good-roads campaign is sweeping the country, and in the near future America will possess an unrivaled system of highways.

"Yes, it was a very great show, and the car value offered the public explains the seven million automobiles used in the country. If the machines could be transported to Olympia, with their price cards as they were in the Grand Central Palace—well, I would like to be taking the orders at one or two of the stands!"

Other excerpts from the New York show description as published in *Motor* are also worth reading by our American manufacturers and engineers. Here are some of the striking ones:

"There are perhaps half a dozen makes which line up with our standards of good finish. When one comes to inspect the second-class cars, then one begins to wonder what is the matter with our home manufacturers. It is not in a few isolated cases that the prices asked (here) seem absurd, when judged by the present price standard at home; it is in every case! The American manufacturer is paying his mechanics from twelve to fifteen pounds a week; all his costs are correspondingly high, and yet he can market his product at a price which leaves me deeply wondering.

"I am quite willing to admit that the finish on castings, on crank-shafts—that part where the finish does not matter—is inferior to our own; that hand-fitting does give a better job, but the extremely fine limits to which machine work has been reduced leave little to complain of on this score.

"The infinite variety of smart-looking bodies now offered on the American chassis is the direction in which the greatest advance has been made. In the closed-car class all the well-known types are in a forward state of development, and tho as a rule they are somewhat ornate in design, yet some models challenge comparison with the best that Bond Street, London, can offer. The engine designs do not seem to me quite so clean as our own, but some of the 'V' type eights are fine examples of the designer's art."

In the French papers which treat of the New York show or of the 1920 American car nothing as complete has appeared as in England. *L'Auto*, the Paris daily devoted to sports, had an article by C. Faroux, the editor of *La Vie Automobile*, a weekly automobile publication. As Faroux is one of the leading French automobile engineers, and his views have always been highly considered, the correspondent summarizes the article. There is no doubt, he remarks, that Faroux was not an eye-witness, or, in other words, that he did not see the many new cars and new things which the English writers saw, for if he had he probably would not have written as he did. Here is the way his report starts:

"The 1920 American production. Same mechanical tendencies as in France. The American prices are in general higher than our prices, when equal horse-power is taken into consideration. Some curious statistics."

The price of our cars is quite extensively dealt with and great stress is laid upon the fact that the way average prices are obtained in America is very much different than in France—that, for instance, in the case of three French makers building respectively 10,000 chassis at 12,000 francs each, 1,000 at 25,000 francs, and 100 at 60,000 francs, the average price according to the American method of figuring it would be 13,600 francs, while according to the French method it would be 32,000. Based upon this way of looking at it, Faroux states that the average price of the American car—some 125 manufacturers being taken into account—is nearly $4,000, or about 52,000 francs at the time the article was written. On the other hand, the statistics bearing on the average American prices which he quotes in his article and which—as well as other statistics—were copied from one of the New York or Chicago automobile publications, give the average for 1920 as $2,440, or nearly $1,600 less than what the Frenchman figures it.

When it comes to the cars themselves—the mechanical tendencies—the Frenchman has very little to say. *Rien de surprenant* ("Nothing surprizing") is the beginning of the paragraph. Surprizingly different from the observations of our English engineers, who saw what they were writing about!

Special emphasis is made of the fact that the American manufacturers are using more and more the "Hotchkiss drive," which originated at the French plant of Hotchkiss, and that many of our producers make use of the words "French design" in their catalogs and literature, and thus "do not hide the fact that they take the idea from the French."

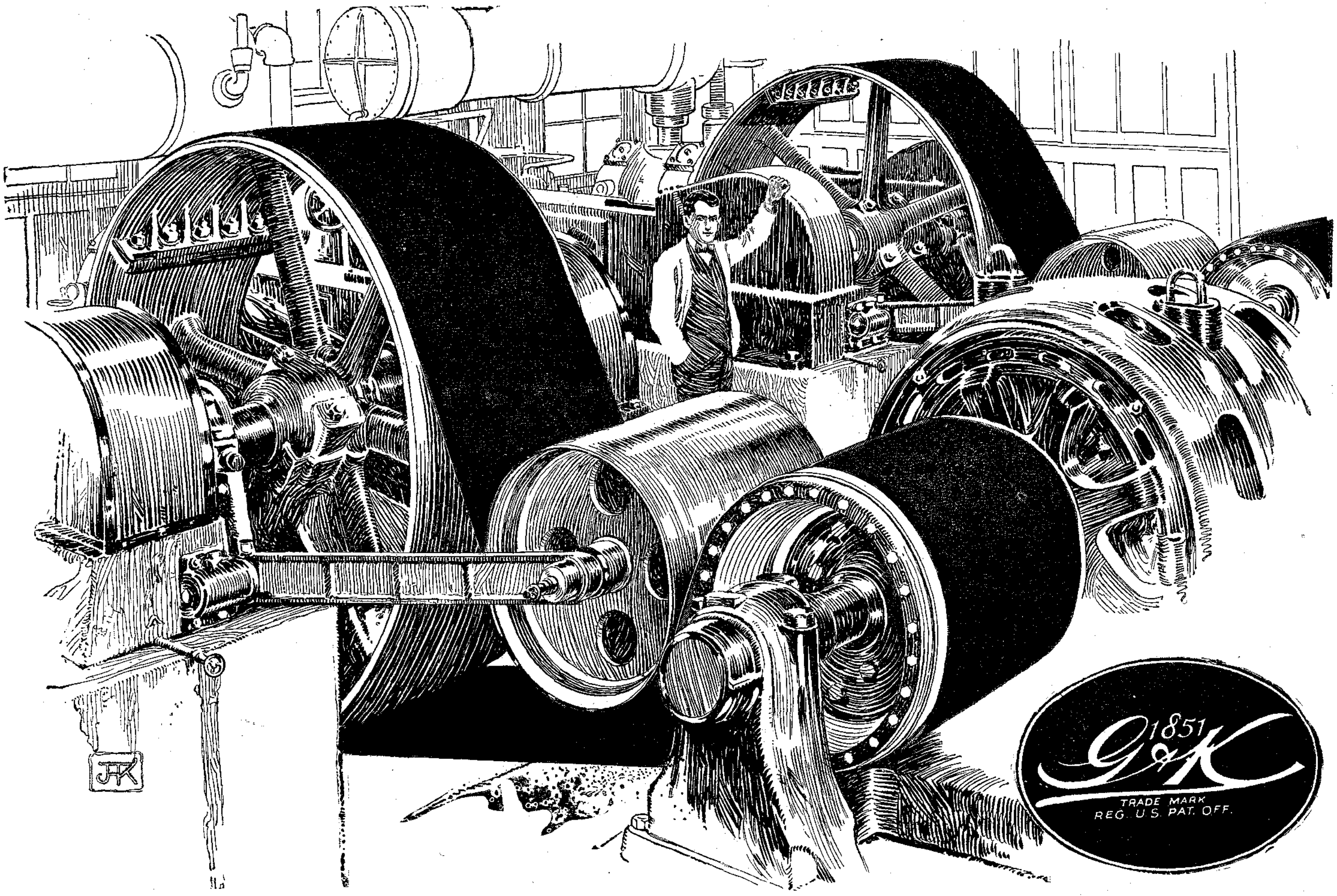
About the only thing good which Faroux finds in our cars concerns the bodies, the accessories, and the springs, for he says:

"Accessories and bodies—well, let's take our hats off to those gentlemen from over there, concerning these; and even also as to their springs. You sit or are comfortable in their cars, and you can, without tiring yourself, make very long journeys."

However, Monsieur Faroux can not avoid being a bit sarcastic, for he says that the impartial observer necessarily comes to the conclusion that neither the French industry nor "our national pride" need fear anything as far as the American 1920 car-production is concerned.

JAPAN BECOMING INTERESTED IN AERONAUTICS—Japan is becoming deeply interested in the development of aeronautics within the empire, according to the Tokyo correspondent of *The Sun and New York Herald*. Recently the successful flight of three army planes from Tokyo to Keijo, the capital of Korea, and back to Tokyo, attracted the attention of the whole nation, and the establishment of aerial mail service between southern Japan and Keijo is being discust. Further:

It has been announced that Japan has purchased three hundred French airplanes, which will soon be delivered. In the aviation school here French instructors have a



Two GraKnight 30″ Heavy Doubles on Bury Air Compressor at the Northern Pacific Shipbuilding Company, Seattle, Washington, delivering 300 horse-power each at a speed of 4000 feet per minute.

What to expect from a leading industry

The day is past when the only duty of manufacturing leadership is simply to supply goods of a high quality.

Leadership now carries the responsibility of a service which assures to the customer the best obtainable results from his purchase.

Because it is as important for the belt user to buy belts built specifically for his various power transmission needs as to buy quality, Graton & Knight have long held that the quality of their service must equal the quality of their products.

So the Graton & Knight Standardized Series of Leather Belting is a standardization of application of belting as well as of manufacturing of belting. For while many sizes and brands of belting may give satisfaction on a particular drive, *one* size of *one* brand will give the perfect results which mean minimum cost in power transmission per year.

G & K brands are sold on the basis of the work to be done. The right belt for every class of drive is listed in the Graton & Knight Standardized Series of Leather Belting.

Graton & Knight experts have long been advisers for some of the best-belted plants in America. They will be glad to serve you without obligation on your part.

Write for our book, "Standardized Leather Belting"

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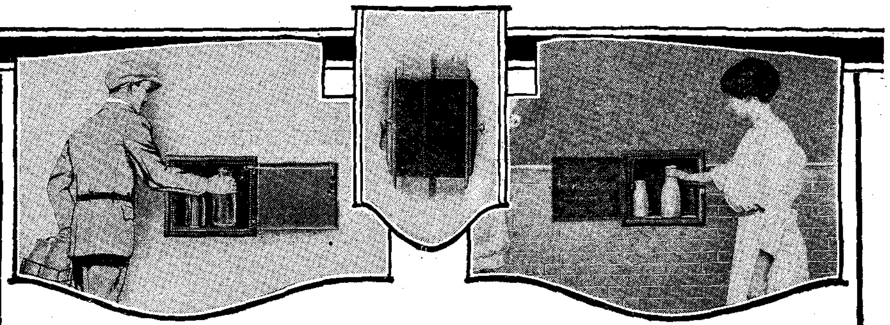
Oak Leather Tanners, Makers of Leather Belting and Leather Products
Branches and Distributors in All Principal Cities

Graton & Knight
Standardized Series
Leather Belting

Tanned by us for belting use



Receives Your Milk, Groceries, Small Parcels

HERE is a silent, automatic servant that both receives and guards milk or packages that may be delivered when you are away—or when it is inconvenient to go to the door.

It is the Majestic Milk and Package Receiver. Consists of metal box with doors on opposite sides. The outside door locks automatically when closed by the delivery man. The inside door, equipped with a refrigerator type latch, can be unlocked only from within.

With a Majestic Milk and Package Receiver in your home—the delivery man need not leave your packages on the porch—he need not come into your kitchen. Instead, he places his deliveries in the receiver, and they are protected against theft or destruction by weather or animals.

Write for our catalogue showing this household convenience, also Majestic Coal Chutes, Majestic Built-in and Underground Garbage Receivers.

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Milk and Package Receiver

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HAVOLINE MOTOR OILS
NEW YORK CITY

"It makes a difference"

Protect Your Motor

PREVENT wear by using Havoline Oil—the oil that heat won't break up. It will keep your motor running sweetly and at the least cost. It will make a difference in the exchange value of your car. Ask for your grade of Havoline Oil by name, and get it in its sealed containers.

INDIAN REFINING CO.
Incorporated
NEW YORK

An independent company that produces and refines its own petroleum

MOTORING AND AVIATION
Continued

class of about fifty Japanese officers. Scattered through the Japanese Army are a few hundred graduate aviators.

Coincident with the Tokyo-Seoul flight, the first formation flight, in which five *Nieuport* machines were used, was undertaken between Kagamigahara and Osaka, a distance of 180 miles. The outward flight was made in eighty minutes and the homeward flight in fifty minutes.

The next long contemplated flight is between Tokyo and Mukden, in Manchuria. When word is finally received of the approach of the aviators in the Rome-Tokyo flight, it is planned to send a group of Japanese aviators to greet the Italians.

THE OLD-TIME "LIVERY RIG" HAS GIVEN WAY TO THE GAS BUS

BUGGY ridin' is no longer quite the thing. The liveryman on the corner hires out a flivver by the hour, and, according to "The Referee" of the Des Moines *News*, a steel steed may be hired at a rent of fourteen cents a mile, the owner furnishing gas and oil. Within a few years we may see the family airplane bus and aerial liverymen. Says this writer:

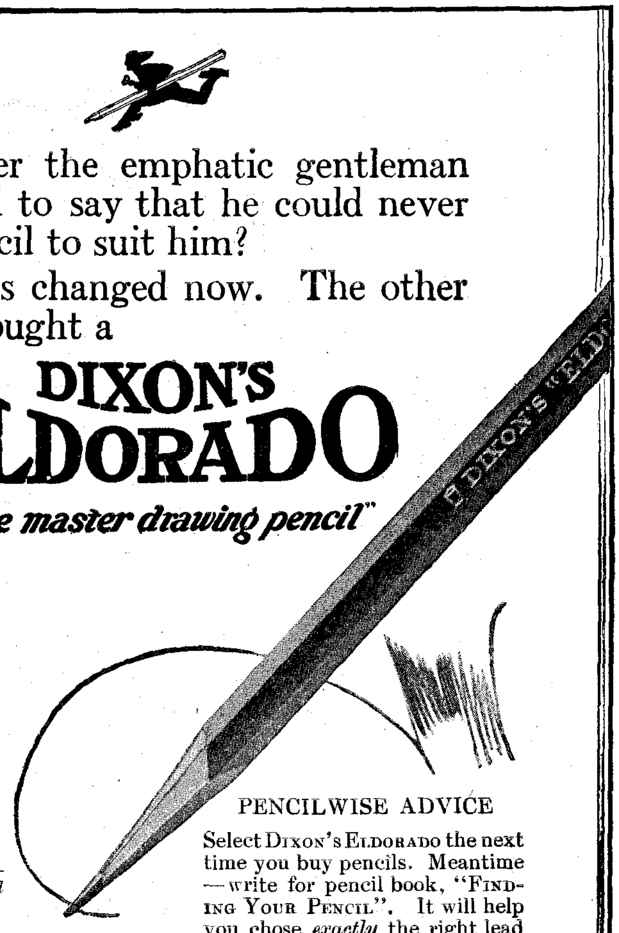
> Statistics show there is one machine for every six people here in Iowa. But a few are left who don't own flivvers.
>
> So we find an enterprising used-car dealer bidding for the dollars of those who don't own a machine, but who are willing to rent one for business or pleasure.
>
> Do you remember the old days before the auto made its début on city streets and country highways, when it was a distinction to own a horse and buggy? Comparatively few families could afford this luxury.
>
> Then came the livery-stable proprietor from whom, for three or four dollars, lovesick swains could rent a horse and rig and take their best girls riding on Sunday afternoon. Or dad rented an outfit and took mother and the kids for a trip into the country.
>
> In more recent years has come the automobile, shoving the horse and buggy into the background as a means of locomotion.
>
> Only the rich could own machines at first. But as prices have been lowered due to standardized and quantity production, and as dealers have evolved plans whereby even the most lowly workingman can buy a flivver on time payments, we find nearly every family possest of a chug cart to-day.
>
> And now, as the last step in the development of the industry, we find the auto livery where a man can rent a tin steed at a rate of fourteen cents a mile—the owner furnishing gas and oil—and drive it himself to his heart's content.
>
> Auto-livery bills will run higher than did the charge for a horse and buggy in the good old days, as many miles can be covered in a few hours in a gasoline wagon, but the rented flivver will prove popular nevertheless.
>
> To-day but few airplanes are owned in Iowa. But who can predict what future years hold in store for this industry?
>
> It is not unreasonable to forecast that in the years to come nearly every family will own an airplane, and later on that enterprising dealers will offer to rent them to non-owners for aerial joy-rides.

TAKING THE TERROR FROM MOTOR TRAFFIC

REFORMS of the road that might be adopted in the combined interests of motorists and pedestrians are suggested by Monroe Woolley, in an article contributed to *The Scientific American* (New York, April 24). Mr. Woolley believes that we shall have to give up our faith in signals, chalk-marks, and the like, in regulating city traffic, and substitute physical devices, such as crossing-tunnels or viaducts for foot-passengers, a center curbing to keep vehicles on their own side of the street, and "thank-you-marms" near grade-crossings to make motors slow down. Everywhere such devices, he thinks, should take the place of mere signals. He writes:

> Billions are being feverishly spent in producing gas-driven vehicular machines and adding to road systems for these machines to roll over. But nothing is being spent—not even time and thought—in making traffic control keep pace with the constantly growing use of cars and trucks. The world needs a traffic emancipator.
>
> Legislation, speed cops, signals, and chalk-marks on pavements have all failed. Nothing short of physical means must be resorted to if we are to eliminate a distressing situation which ends daily in frightful death, destruction, and suffering throughout the country. We must follow the lead of the railroads to forestall accidents in operating swiftly moving automotive machines. No one would ever think of taking from the trolley-cars the tracks they run upon and permitting such cars to run wild over the streets, as do automobiles. Yet street-cars because of frequent stops, usually at square intervals, can not get up speed half as dangerous as that resulting when a wild-minded speed fiend mashes his big toe on an accelerator. Putting a speed limit on autos is not only ineffectual but it robs cars of the very thing inventive genius has worked hardest to put in them—speed itself.
>
> Therefore, but a few simple things are required to revolutionize traffic control to the satisfaction of all concerned—to the satisfaction of the car-driver and the pedestrian alike. To begin with, pedestrians must be kept out of the streets. Make it a penalty for this class to get off the sidewalks, where pedestrians properly belong. Make the street and the rural road the avenue solely for rolling-stock, just as the steam-train and the trolley is confined to rails.
>
> The city of San Francisco is planning to build underground tubes on Market Street to keep people from crossing this busy thoroughfare on the surface of the street. These tubes are to cost about $17,000 each, and in time others will be installed, so that eventually every corner crossing on Market will be by underground tunnel. Main business thoroughfares in every large city should adopt this plan because by so doing deaths by accidents are reduced to a minimum and the speed of street-cars and automotive machines is not interrupted.

It is true that the cost of tubes, or crossing-tunnels, installed at every street corner



Remember the emphatic gentleman who used to say that he could never get a pencil to suit him?
Well, he's changed now. The other day he bought a

DIXON'S ELDORADO
"the master drawing pencil"

Made in 17 Leads—one for every need or preference

PENCILWISE ADVICE
Select DIXON'S ELDORADO the next time you buy pencils. Meantime—write for pencil book, "FINDING YOUR PENCIL". It will help you chose *exactly* the right lead for your particular work.

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Crisp and Fresh as long as they last

In the glass jars, PLANTERS PENNANT SALTED PEANUTS are guaranteed to be fresh and crisp if the lid is on tight, regardless of how long they have been on the dealer's shelves or in your possession. No other salted peanuts are *always* fresh and crisp. They retain all the delicious flavor that makes them such a tempting and satisfying delicacy.

10-oz. jar, 50c. 6-oz. jar, 35c. Glassine bag, 5c.
(*In the Eastern Section*)

TO DEALERS: If you are unable to obtain PLANTERS PENNANT PEANUTS, write to us at once, giving name and address of your jobber, and we will advise you how to obtain them promptly.

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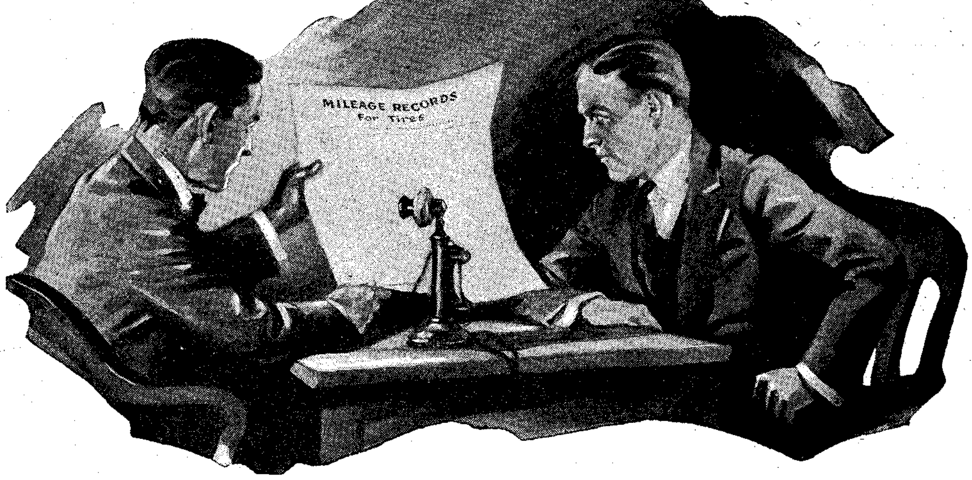
PENNANT BRAND PEANUTS
"THE NATIONAL SALTED PEANUT"

A Taxi Record

The Hudson Taxi Co. of Detroit reported last year an average of 15,000 miles from Miller Cords in this hard service. Lately they report that some Miller Tires are giving 25,000 miles.



Mileage Records

That Made Miller Tires the Sensation

Since 1914, the average mileage of Miller Tires has been more than doubled.

Hundreds of thousands have found this out and told the facts to others. And the demand for Miller Tires in that time has multiplied twenty-fold.

Every year the swing to Millers gains momentum. This year's *increase*, at the present rate, will exceed $25,000,000.

The time has come when every tire user owes himself a test of these new-grade tires.

Supreme Tests

In the past few years, thousands of large users have been making comparisons. Some have made million-mile tests. As high as 21 makes have been compared with the Millers on stage lines, trucks and taxis.

As a result, Miller Tires are now used exclusively in some of the hardest services.

They are used on the largest Pacific Coast stage lines. They are used on roads which heretofore made pneumatic-tired stages impossible.

In some of the hardest tests they have excelled all rivals by margins almost unbelievable.

Amazing Records

A new-grade tread, perfected by Miller, has in countless factory tests excelled the best of others by 25 per cent.

Miller Inner Tubes, built layer on layer, have created a new tube standard.

Such tire uniformity has been attained that in some large centers last year not a single Miller Tire was returned for adjustment.

How We Did It

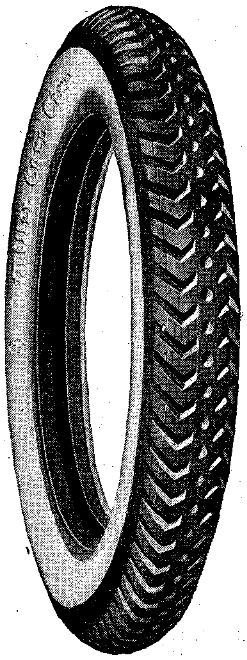
For 24 years the Miller factory has specialized in fine rubber. Ten years ago, when we started tire building, we resolved to attain a super-grade of tire.

We keep 250 tires constantly running under observation. When a tire excels or a tire falls down we learn the reason for it.

For years every Miller Tire has been signed. Every tire that comes back is traced to maker and inspector. And experts search the fault.

We spend $1,000 daily in watching and testing our materials and tires. We spend $300 daily just to test cotton materials. And every lot of tread stock is first vulcanized and tested in our laboratory.

These careful methods, continued for years, have produced a tire you should know. Try a Miller on your car and watch it. You will gain a new conception of what modern tires can do.



Tread Patented

Center tread smooth, with suction cups to firmly grasp wet asphalt. *Geared-to-the-Road* side treads mesh like cogs in dirt.

Miller Tires

Cords **Geared-to-the-Road** *Reg. U. S. Pat. Office* **Fabrics**

The Most Talked-About Tires in America

THE MILLER RUBBER CO.
Akron, Ohio

Also makers of Miller Inner Tubes, red and gray, built layer on layer, by the same skill used in making surgeons' gloves.

MOTORING AND AVIATION
Continued

would undoubtedly be prohibitive. But in the outlying residential districts, Mr. Woolley points out, a cheaper and just as satisfactory means of getting pedestrians from one corner to another without walking in the street is the viaduct, or crossing-arch. These might have an endless-belt stairway or automatic elevators, and the initial cost would be less than that of tubes. San Francisco has been compelled to build one such viaduct at the Ferry building. We read further:

> Crossing-viaducts would also be of use on gala days as vantage-points for spectators watching street pageants, and their cost and upkeep might be offset from rents from little booths arranged in the entrances for business purposes. The San Francisco tubes are also to have little rooms for bootblack stands, barber-shops, etc., as well as public-comfort stations. With these physical means of protection installed, it should be made a penalty for a pedestrian to stray from his allotted place on the sidewalk into the street.
>
> Rapid transportation by automotive machines must be cared for, not to-morrow or the next day, but preferably to-day. It can not be reduced or abolished. It is a necessity, and therefore it will continue to grow. Fines have failed; they do not prevent accidents any more than they mend broken bones or revive the dead. Physical means of traffic protection is the only salvation both for car operator and the human afoot. Brains, block-signals, and physical precautions are reducing rail accidents to a minimum. These same factors are requisites to safe and sane operation of automotive machines on our streets and highways. There is no substitute, no alternative. Traffic engineering must become a science—not a plaything for legislatures and police officers.
>
> As a means of protection to those driving cars and trucks, once the pedestrian is eliminated from the streets, all thoroughfares should have a protruding curbing of cement or brick extending down the center of the road and perhaps rising up about eight or ten inches. This barrier would insure machines traveling in opposite directions always keeping on the proper side of the road. If the cost of such a protection is prohibitive, then the next best thing is a painted white line to remind drivers to keep on their own side of the road. This scheme has been tried in some localities and has been found more effective than one might think. Every road approaching a railroad track should have a series of deep waves, or depressions, built in for one hundred feet on either side of the tracks to force automobile drivers to slow down before crossing. Safety curbs in the middle of the road are especially valuable on curves to keep drivers on the proper side of the road. Likewise, highways paralleled by drainage ditches are death-traps for automotive machine occupants.
>
> We will never successfully have taken the terror out of traffic until we adopt some such means as are herein suggested, and the sooner engineers, municipal, State, and Federal officials realize the fact the better it will be for the public generally and for the automotive machine operator especially.

ATTEMPT TO FLY THE LENGTH OF AFRICA HALTED BY ANTS

BIG things like oceans, tall mountains, or rampageous cyclones are not the only dangerous obstacles encountered by the intrepid bird-man. Sometimes an object so small as not to be noticeable will play havoc with his machine and effectually halt his progress. Thus, we learn that it was an ant-hill two feet high that cut short the five-thousand-mile Cairo-to-the-Cape flight in Africa, recently attempted by British airmen under the auspices of the London *Times*. Of course, it is explained that the ant-hill was a somewhat unusual one, apparently having been built by its ferocious tropical hymenopterous inhabitants with an eye to durability, for it was as hard as concrete and ripped the entire under-carriage off the machine, leaving it a wreck. The flight was in charge of Dr. Chalmers Mitchell, accompanied by Capts. S. Cockerell and F. C. Broome, acting as pilots, and Sergt.-Major James Wyatt, and Mr. C. Corby. It was begun at Brooklands, the British aviation field, on January 24, in a Vickers-Vimy-Rolls airplane. The flight from Brooklands was completed without mishap, barring the discomfort incident to the inability of the aviators to obtain water along the northern coast of Africa, where for hundreds of miles not a village or town was to be seen and not a drop of fresh water to be found. The machine reached Cairo February 3, and from that point continued her flight southward. "From Cairo to Khartum everything went well," says the account of the flight in *The Times:*

> The route is easily followed and the airdromes are roomy and well equipped. The soil is smooth and sandy, and in the neighborhood of Station Six there is an area of about 250 square miles where a safe landing can be made, but a difficulty arises from the brilliant sunshine, which makes it impossible accurately to judge one's distance from the ground. It was after leaving Khartum that difficulties began to arise; difficulties that sprang both from the route and the airdromes.
>
> The flight having been essentially a test performance, all that the pilots have to say of the airdromes must be of value to the airmen who will follow. Mongalla was found to be too small, and the wireless masts on the edge of the landing ground can not be easily seen and are dangerously placed. The airdrome at Jinga suffers from the same fault of smallness, and it is situated among hills and surrounded by undulating ground that leans away to them, conditions that make it a very difficult place from which to take off. Kisumu has the best airdrome on the route south of Khartum. It is four thousand feet above sea-level and close to the edge of Lake Victoria. Mwanza, the next station, is as bad as the other is good; small and surrounded by hills, it is a bad spot to land on and a worse to leave. There is ground near by that might well be used instead. Tabora, also, is badly situated for landing, and the airdrome itself is small.
>
> The party found the airdrome maps and the information supplied by the Air Ministry of the greatest value. The former

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The Replacement Spring

A significant name for the best spring.

It speaks for the carefully selected material, the skilled and careful work, that go into every VULCAN Spring.

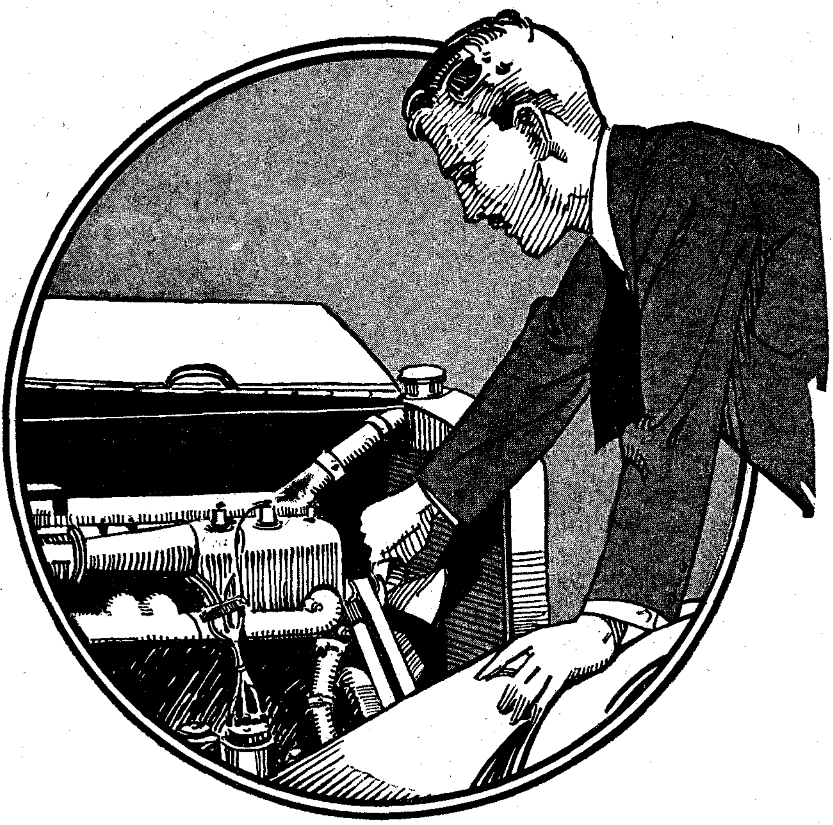
This is our thought—to build for enduring strength.

For your guidance, every VULCAN Spring bears our name-plate. Insist on it.

Thousands of dealers have the VULCAN Spring that fits **your** car.

In Every Town For Every Car

JENKINS VULCAN SPRING CO.
Richmond, Ind.



Make this test yourself

FIT an ordinary fan belt on your car. Adjust it carefully. Then with your hand, turn the fan. See how easily it moves.

Now install a Tilton Endless Woven Belt and try to turn the fan. Notice the difference. Notice how much harder it is to move the fan. That is because of the unique Tilton surface—the surface that does not permit the belt to slip.

This test is of vital interest to every motorist, for upon the fan belt depends the satisfactory operation of the motor. If a belt slips, the fan does not respond to the greater demands for more cooling capacity when the motor speeds up. The motor overheats, and efficiency drops. If your belt stretches, constant adjustment is necessary.

Tilton Fan Belts by unique process are actually endless. No splice, lap, or seam, to weaken, to knock, or slip.

They will not stretch, slip, or fray. They insure the same efficient cooling at all motor speeds.

Tilton Belts are made exactly to the specifications of the car builder — exact width, exact length.

Be sure that the name **TILTON** *is on every belt you buy*

SALES DEPARTMENT
Edward A. Cassidy Co., Inc., 23-31 W. 43rd St., N.Y.C.
MANUFACTURER
Arthur S. Brown Manufacturing Co.

ENDLESS
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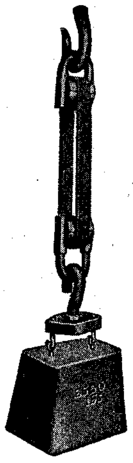


Actual test at the Massachusetts Institute of Technology proved the Tilton Fan Belt able to withstand a pull up to 2550 lbs., over 1¼ tons, before breaking. There was no perceptible stretch.

Tilton Belts have a tensile strength of nearly 3 tons per sq. inch.

MOTORING AND AVIATION
Continued

showed tracks through scrub and forest, which were the only recognizable landmarks, and frequently it was possible to determine direction only with the aid of these paths stretching in almost straight lines as far as the eye could see, or by telegraph-lines, which the charts also showed.

The smash took place at Tabora, which is some 2,500 miles south of Cairo. A detailed account of the accident is given:

On February 27 the machine started off from Tabora at 6:50 A.M. The starboard engine immediately began to leak, but the defect in it was repaired with red lead and tape binding, as it had been countless times before. To give the lead time to set, it was decided to spend the night at Tabora, but news was received of Captain Brand having reached Kisumu. The engines were started up again and ran perfectly. Captain Cockerell began to take off from a corner of the airdrome, and got four feet into the air, when the starboard engine stopt running. The machine ran downhill for one hundred yards, traveling at sixty miles an hour. The port engine was switched off, but the airplane sped forward and struck an anthill. One of the undercarriages was torn off, and the machine, swinging round, wrenched off the other.

Everybody was shaken up, but none was badly hurt. Wyatt saved Dr. Chalmers Mitchell by straightening himself out across the fuselage of the machine and preventing him being flung forward. Dr. Chalmers Mitchell at the moment was writing a message for *The Times*.

In recounting their experiences, the airmen stated that what they found the greatest and most terrifying obstacle to overcome on the trip was the wilderness region of grass and water that lies between Jebelein and Mongalla. We read:

The Nile runs through it in a narrow channel in which two river steamers can not pass. Captain Cockerell might have reduced the risk by using the emergency station at Eliri and so flying round a small part of it, but even so he would still have had to fly over 350 miles of it to reach Mongalla. Instead he decided to make the journey direct, passing Dak Farwill about half-way.

It was before leaving Jebelein that the party was entertained by District Inspector Bethel, who showed them great kindness and much hospitality in his mud bungalow, where he sat down with them to dinner, wearing evening dress, and, as Captain Cockerell said, there wasn't a telephone within forty miles.

The flight was a serious business attempted for a serious and scientific object, but the comic interludes were frequent and various. In Central Africa a colored soldier, having worked on a fatigue, found himself with a drum or two of surplus petrol. He was tempted and fell. The petrol he secreted in his grass hut, hoping on the morrow to traffic in it. But suspicion fell upon him and he lost his nerve. In the middle of the night he poured the contents of the drums over his dwelling, set fire to it, and fled. The place blazed like a torch. A hundred yards away stood the airplane and a like distance on the opposite side of

MOTORING AND AVIATION
Continued

the hut was the petrol store. Happily there was no wind. From the hut poured out a startled army of toads, rats, and snakes. The village looked on in terror and the soldier was later secured and locked up.

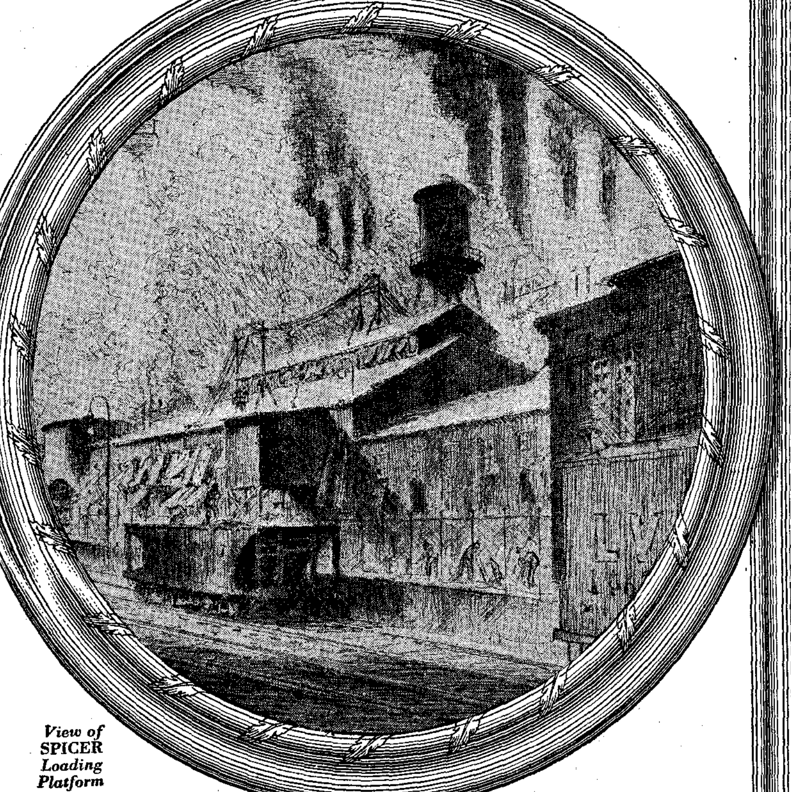
After the crash at Tabora the airplane, injured beyond repair, was handed over to the local tennis club, which has made a saloon of the fuselage and a veranda roof of the wings. After a forced landing in the bush, Mr. Corby remained to guard the machine, while his companions set out in search of water, and he discovered himself surrounded by a numerous band of natives armed with bows and arrows. Having drawn his revolver, he discovered that he could not load it and set himself to pacify the black men with presentation cigarets. They all smoked and to a man were violently sick. It was very bad luck, for they were really quite friendly.

Any quantity of game from elephants to monkeys was seen from the air, but after landing it was found only with the greatest difficulty. Some of the animals treated the airplane with absolute indifference. Some, like herds of buck, rushed headlong toward, and under, it when it was flying, and sometimes flocks of birds would follow it. The tragic element mingled with the comic when Captain Broome tore the sleeves off his shirt in order to provide rags with which to wipe the tin dishes.

Even now it is not possible to determine precisely what was the cause of the engine trouble which eventually brought the flight to an end. At Jinga some captured German petrol was obtained. It was thick and bad and only a very small portion of it was used. The climate of Central Africa might be responsible for almost anything—it will cause petrol to evaporate so quickly that a supply calculated to last four hours is consumed in an eighth of that time. The engines have been packed exactly as they were when the airplane was dismantled, and are now on their way to England, where they will be subjected to an exhaustive examination.

While the airmen in this instance did not succeed in accomplishing what they had set out to do, yet in the opinion of *The Times*, which sponsored the flight, what they learned on the trip will be of value in the development of aviation in Africa. Says this paper editorially:

> In spite of their natural disappointment at the misfortunes which dogged their flight, they are full of confidence with regard to the practicability of the route. They have tried the ice and found that it will bear. Their own experiences and those of Colonel van Ryneveld prove that the journey by air between Cairo and the Cape, given ordinary luck, is a reasonably safe undertaking. The thing can be done, and, what is more, it can be done with the present type of machines and engines, tho they believe that twin engines and machines that can alight on or rise from water would be preferable to the models with which the first attempts were made. One important object of their prospecting mission has thus been attained, and it has also been experimentally shown, with Dr. Chalmers Mitchell as the *corpus vile*, that men no longer in their first youth may undertake the journey without suffering undue hardship. On the other hand, the pilots point out



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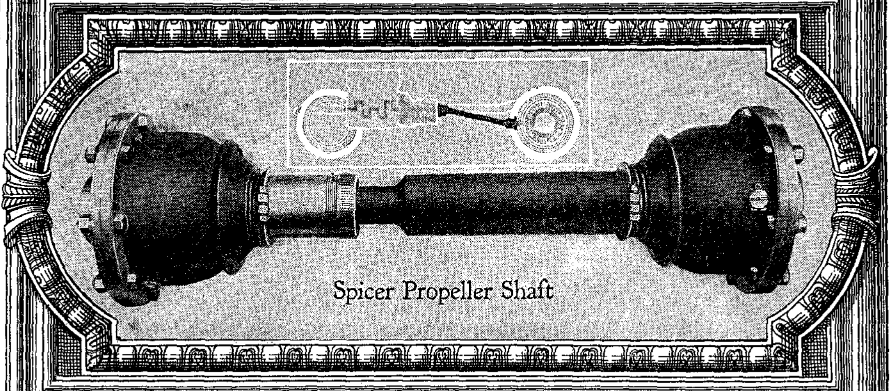

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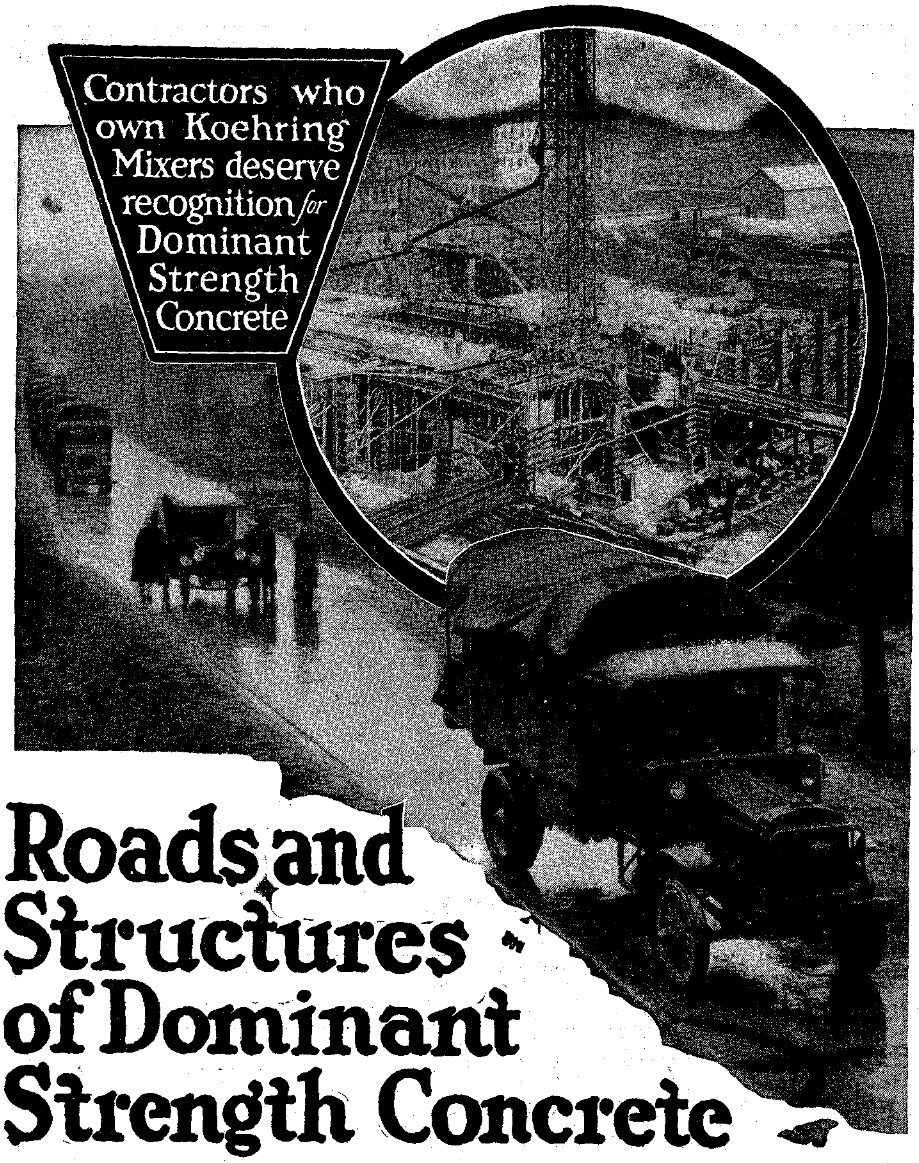

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Highway or pavement, to stand up under the blows and vibrations of heavy traffic—or structures, to sustain enormous stresses—should be built of concrete—*standardized* concrete, every cubic foot of which is uniform in proportions of stone, sand, and cement—concrete that is as enduring as everlasting granite.

Such is the concrete mixed by the distinctive *re-mixing* action that coats every fragment of stone, every grain of sand thoroughly with cement, and prevents segregation of the aggregate according to size.

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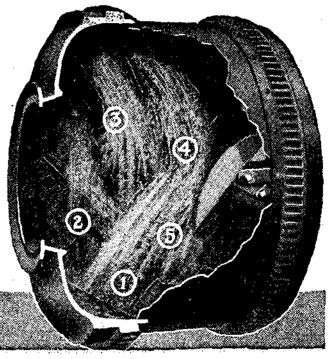


MOTORING AND AVIATION
Continued

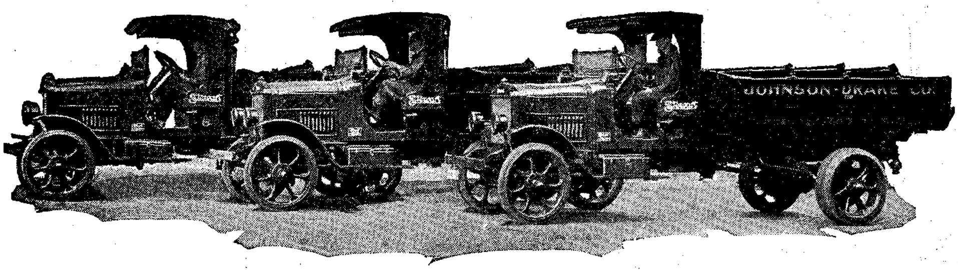
that, in their opinion, the continuous flight from end to end of the continent does not offer great possibilities from a commercial point of view, partly because in the interior there is not a sufficient supply of articles of merchandise, such as could be carried by airplane, to make the traffic a paying concern. They recommend that future development of the route should be carried out by short flights inward from the two extremities, and believe that, incidentally, this would provide useful training for military airmen.

The practical conclusion seems to us to be that, for the present at all events, except for the carrying of mails, the real value of an airplane service along the Cape to Cairo route will be found to lie not in through traffic but in short-stage flights, linking up disconnected centers of population and of jungle produce such as coffee, cotton, and rubber, both in the interior and from the interior to seaports on the east coast. In an uncommercial way the usefulness of short flights has already been tried and proved by the authorities of the Sudan, who, since Dr. Chalmers Mitchell's machine appeared upon the scene, have profitably employed airplanes for visits of inspection to outlying posts.

BRITISH GOVERNMENT WARNS AGAINST AIRCRAFT PERILS

THE public is always frantic to see a new toy, even to the extent of blithely risking life and limb. Abundant illustration of this tendency is forthcoming every time the hum of an airplane engine is heard. It is not only the young and giddy who on such occasions rush pell-mell to see the wondrous mechanical bird, but all the rest of the population within earshot as well, including even such dignified and self-possest individuals as seldom permit themselves to betray a gleam of interest in any event less cataclysmic than an earthquake or a tornado of which they may happen to find themselves among the surviving victims. If the interested observers of an airplane are in close proximity to the flying phenomenon, either where it "takes off" or where it lands, they are seldom content to conduct their observations from a safe distance, but, with a fine disregard for danger, they usually attempt to get as near the machine as possible. It is especially in case of accident that the curious make themselves hamperingly conspicuous. Thus, in a recent accident near New York, in sheer useless curiosity people rushed to the machine, sweeping the few police and flying field-workers out of the way. They hampered the rescuers, endangered the lives of every one near the damaged craft by lighting cigarets and cigars, and, in short, gave the poor fellow pinned under the wreckage precious little chance of being extricated alive. Having in mind this weakness of the public to give way to vulgar curiosity over flying-machines, the

Stewart
MOTOR TRUCKS



Stewart owners buy more Stewarts

Many business men buy a truck too light for their requirements.

When it wears out they buy a Stewart.

The man who starts with a Stewart finds his business grows, and adds another Stewart.

Many who began with one are now running fleets of Stewarts.

These facts prove that Stewarts satisfy their owners.

Stewarts are giving this fine service today in over 200 lines of business, in over 800 American cities and in 38 foreign countries.

> We own seven Stewart trucks, five 1½-tons, two ¾-ton capacity. The first three-quarter-ton truck we purchased March, 1913, has been in constant service, apparently good for six more years.
>
> When we buy more trucks they will be Stewarts.
>
> Service has been dependable at all times.
>
> GOMERY BROS., Allentown, Pa.

Chassis prices f. o. b. Buffalo: ¾-ton $1350; 2000-lb. $1655; 1½-ton $2250; 2-ton $2875; 2½-ton $3095; 3½-ton $3895

STEWART MOTOR CORPORATION, BUFFALO, N. Y.

Stewart trucks have won—By costing less to run

Buy Motor Haulage Economy

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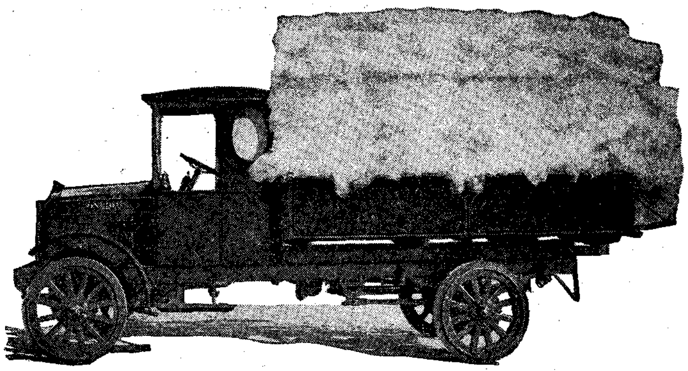

ONEIDA thoroughness in design and honesty in construction *saves* truck users many dollars—that's fine! Oneida rugged strength, speed and stamina in every-day performance *earns* real profits—and that's most important!

The Oneida Line of Motor Haulage is complete—gasoline-driven trucks in 5 models for heavy-duty, cross-country runs or rural route work, and the 2-ton electric-propelled for city deliveries.

Comparison Proves Oneida Quality

Write us for the name of the nearest Oneida Dealer—then investigate for yourself.

DEALERS—Write us for details of the Oneida proposition. Your territory may still be open.

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ONEIDA
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MOTOR TRUCKS
"Uncommon Carriers"
1¼ to 5 Tons

MOTORING AND AVIATION
Continued

British Air Ministry recently issued a small poster containing a warning against the dangers incident to aircraft, which has been posted up in every police station and post-office in the United Kingdom. It is reproduced in substance as follows:

WARNING TO THE PUBLIC
IN REGARD TO
AIRCRAFT

WHEN AN AEROPLANE IS ON THE GROUND

DON'T crowd round the machine—the pilot must see what he is doing.

DON'T touch any part of the aeroplane, or you may endanger the pilot's life. Do what he asks you at once.

DON'T smoke or throw lighted matches within 20 yards of the machine; there may be dangerous petrol fumes about.

WHEN AN AEROPLANE IS LANDING OR RISING

DON'T run to where you think it will land. Keep out of the way, near a hedge or other obstacle, and wait until it stops.

DON'T stand in the direct run of an aeroplane which is about to rise.

DON'T let children or animals stray in the route of a landing or rising aeroplane.

IN CASE OF ACCIDENT

Beware of fire.

If occupants are injured, get them out at once as gently as possible. Telephone or send for doctor and ambulance. Do not give spirits.

Telephone or send to nearest aerodrome, giving number of machine and position of accident.

If the machine is burning, try and subdue flames with sand, earth, wet sacking, etc., or fire extinguisher if available.

Leave some one to guard the machine, if possible, and inform police.

Commenting on the action of the British Air Ministry in issuing this poster, *The Outlook* (New York) observes, among other things:

> A similar poster issued by our Government would be valuable in instructing the public in this matter; and, in our opinion, no time should be wasted in producing such a warning. Valuable lives and material would be saved. Also in connection with the particular accident referred to above, is it not time for our Government to regulate civil flying and make it illegal to do stunts or trick airobatics anywhere except on training-grounds? And when will our Government insist that no civil machine shall take the air unless fitted with the self-sealing fire-proof gasoline tank? It exists, and it has saved many lives, as our authorities should know. Proper air regulations to cope with civilian flying should be drawn up at once; and the most urgent of them is that machines and pilots flying for hire or carrying passengers or merchandise should be licensed. If the public is not protected, then its confidence in air traffic will disappear and the industry will suffer seriously. That industry has enough troubles as it is.
>
> The hope that all these things may be done rests on the thought that some day we may have a department of the Federal Government authorized to control the destiny and aid in the development of the new industry of undreamed-of possibilities.

MOTORING AND AVIATION
Continued

A FEW WORDS TO THE WISE CONSUMER OF GASOLINE

As the price of gasoline soars, the wise motorist will carefully plug all the holes in his gasoline tank except the one that leads to road performance. With all possible leaks eliminated between the tank and the road, the average owner may add from three to five miles per gallon to the efficiency of his gasoline. This will not only result in a neat saving for himself, but help to correct the disparity between supply and demand which is largely responsible for the soaring price. With gasoline at thirty-two cents a gallon, as A. J. Smith points out in *Motor* (New York), if you run six thousand miles during the season at ten miles to the gallon you will divert $192 to the coffers of the oil companies. Whereas, if you regulate the mixture, tune up your engine, and otherwise eliminate power wastage to such an extent that you are enabled to run fifteen miles to the gallon, you will contribute only $128 to the purveyors of gasoline. The saving of $64 may not seem an important item to many drivers, he admits, but it is a step in the right direction even if the financial aspect is disregarded. Taking up specific ways and means, he continues:

> Of all the ways by which gasoline may be wasted, the most usual and the most considerable is that of running with an overrich mixture. Such a mixture admittedly gives better acceleration, but its advantages are all on the debit side of the ledger from that point on. Compromises enter into motoring as they do in every phase of existence, and we should be willing to sacrifice a little of our ability to make a quick getaway in order to postpone the day of reckoning with carbon deposits in the cylinders. But carbonization is only one ill which a too rich mixture induces. When an excess of fuel enters the cylinders a certain portion of it resists combustion and flows in a liquid form past the pistons into the crank-case, there to dilute the lubricating oil and lower its viscosity. The harm arising from this wastage does not stop with the loss of the fuel itself, but extends to scored cylinders and excessively worn-out bearings. A profligate use of gasoline also overheats the motor, and, if continued, may cause warping and pitting of the valves, together with sticking of the stems in their guides, and a consequent loss of power.
>
> These are the most notable of the subsidiary evils of running on a rich mixture, which, taken together, may constitute a severe drain on the bank-roll. The remedy is obvious. Run your motor up to working heat, adjust the carbureter needle valve until there is a tendency to backfire or pop, and then gradually back out the valve until maximum speed is attained on a given throttle opening. Thereafter you may be required to enrich the mixture temporarily when starting up with a cold motor, but the annoyance of regulating the choke-valve which is provided for this purpose is negligible when considered with the economy of running on a correct mixture.
>
> So accustomed does the motorist become

PAT. NOV. 24, 1914
DB

For Big Pulls

A stalled or broken-down truck causes endless trouble as well as expense. Safeguard against delays with a

POWERSTEEL TRUCKLINE

Made of the world-famous Yellow Strand Wire Rope, Powersteel Truckline is a Samson for strength. Should be standard equipment on every truck. Attaches instantly, securely. Retails, east of Rockies, at $11.30 with *plain hooks;* $12.75 with patented Snaffle Hooks.

BASLINE AUTOWLINE is a smaller edition, for towing passenger cars. Also made of Yellow Strand Wire Rope, with Snaffle Hooks. The *original* wire rope towline. Can be used as emergency skid-chain. Fits under seat cushion. At dealers, $6.95 east of Rockies.

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Are You Baling Your Waste?

There's money in waste if you *bale* it and *sell* it. Whether it is paper, rags, wool, scrap metal or shavings, there is a FAMOUS or CHAMPION BALER in some size which will bale this waste so it can be sold at a profit.

In the office or the home it serves as a fireproof waste basket. Takes up little room and is so simple the office boy can work it.

There is scarcely a line of business but where some type of FAMOUS or CHAMPION BALER will quickly pay for itself. The oldest line on the market—embodying exclusive patented features for strength and simplicity. Many firms find it pays to discard their old style press and install one of these popular presses.

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15-day offer!!
This popular office size,
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ENTER A BUSINESS of your own and earn big annual income in professional fees, making and fitting a foot specialty to measure; readily learned by anyone at home in a few weeks; easy terms for training, openings everywhere with all the trade you can attend to. No capital required or goods to buy, no agency or soliciting. *Address*
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We are specialists in the elimination of vibrations.

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MOTORING AND AVIATION
Continued

to the arguments advanced for the use of hot-spots and other devices for vaporizing fuel by the application of heat that he is prone to consider them an essential for summer as well as winter driving. To wrench yourself away from this fallacy, it may be necessary to hark back to the boyhood pastime of throwing a corked bottle into a hot bonfire. Do you remember that after a tantalizing wait while the flame licked up the sides of the bottle, the glass finally shattered into a thousand fragments. You may not have reasoned at the time that the cold air in the bottle expanding under the influence of the fire was responsible for the gratifying demolition of the bottle, but had you chanced to warm the bottle before corking it you would have waited in vain for the pop of the explosion. The explanation of the phenomenon lies in the fact that a greater volume of air was confined in the bottle when it was cold than could be trapt in it in a warm state, and that the expansion of this air caused the glass to give way.

A similar circumstance occurs in the operation of a gasoline motor. The lower the temperature of the air the greater its volume as it is sucked into the combustion chambers, and the greater the volume admitted the higher its development of power upon combustion. The highest volumetric efficiency would be reached at a below zero temperature, but the attainment of this ideal is impossible. The incoming air must be warm enough to vaporize the gasoline which it sucks through the carbureter, and a compromise should be effected at the low point of efficient vaporization. This temperature can not be determined by thermometric measurement, but the summer motorist will save fuel by employing a mixture at atmospheric temperature.

Even with a properly adjusted mixture gasoline may be wasted if the piston rings are so worn that they do not seal the cylinders. Under such conditions power leaks past the pistons into the crank-case and a greater expenditure of fuel is necessary to attain a given car speed. In the same way worn or improperly timed valves dissipate the power of the motor, while loosely seated valve caps, spark-plugs, or cylinder heads take their toll of its efficiency. We are wont to speak of "loss of power" without reducing the phrase to its ultimate meaning. Lost power is money thrown away. If we could think of a 10-per cent. loss of power as a wastage of ten dollars out of every one hundred dollars which we expend on automobile maintenance we might be less disposed to let the little leaks take care of themselves.

Faulty compression is not the only vampire which sucks the life-blood of a motor-car. In every machine which is improperly cared for there is a host of vamplets and leeches whose appetites must be appeased before the power is delivered to the driving wheels. A slipping clutch, for instance, is the Theda Bara of motordom. It is likely to waste half your power and at the same time interfere with car performance to a notable degree. The car won't pull up a grade that it should easily make on high, and the engine always seems to be running faster than the car. It seems to and actually is doing more work than it ought to do.

Power is also absorbed by transmisssion, differential, universals, and running-gear which are improperly lubricated. Jack up the wheels and see that each turns freely. Repack the front wheels with grease at least once a season and be sure that the transmission and rear-axle housing are filled with lubricant which is neither too thick nor too thin for the requirements. Wabbly wheels not only cause premature wear on the tires, but, by dragging along the ground consume gasoline. Improperly adjusted brakes, if they bind ever so slightly, take their ounce of power and add figures to the fuel bill.

An idling motor is a thief of gasoline, as every driver knows but doesn't take sufficiently to heart. Economy may also be achieved in driving the car. For instance:

The spark should always be advanced as far as may be without causing the engine to knock. Long hills should be descended with the gears in second or first, the switch off and the throttle entirely closed. This will save gasoline and brake linings. When ascending a hill it is a common fault to open the throttle long past the point of efficiency in a misguided attempt to reach the crest without changing gears. The intermediate gears are placed in the transmission box for use, and in the interest of saving fuel and reducing mechanical failures they should be used.

In so far as it is possible, you should buy the same grade of gasoline at all times. Different brands may require different adjustments of the mixture, and a carbureter which is perfectly regulated to one grade will render something short of the utmost efficiency on any other. Care should also be taken that full measure is obtained from the dealer. Make him show at least once a month that his measure is pumping one gallon at a time. You count your change when you pay him—don't be ashamed to insist on getting the last pint of fuel which you have purchased. See that the gasoline doesn't sputter from the nozle, for this indicates that air is being forced out with the gasoline. Get all there is in the hose after pumping. Watch a strange garage man when he pumps, and report short-measure stations to the Bureau of Weights and Measures.

Insignificant leaks in home-storage receptacles, car-tanks, fuel-lines, and carbureters drip away dollars in a year's time, and all such losses put together help raise the cost of gasoline by increasing the demand. During the war it was a patriotic act to save gasoline. It is one of national resource conservation now. Every gallon of fuel saved represents the saving of that much labor, which, again, is translatable into dollars and cents. Do your individual part.

His Choice.—The ex-gob, now the father of triplets, proudly displayed his offspring to his bashful buddy.

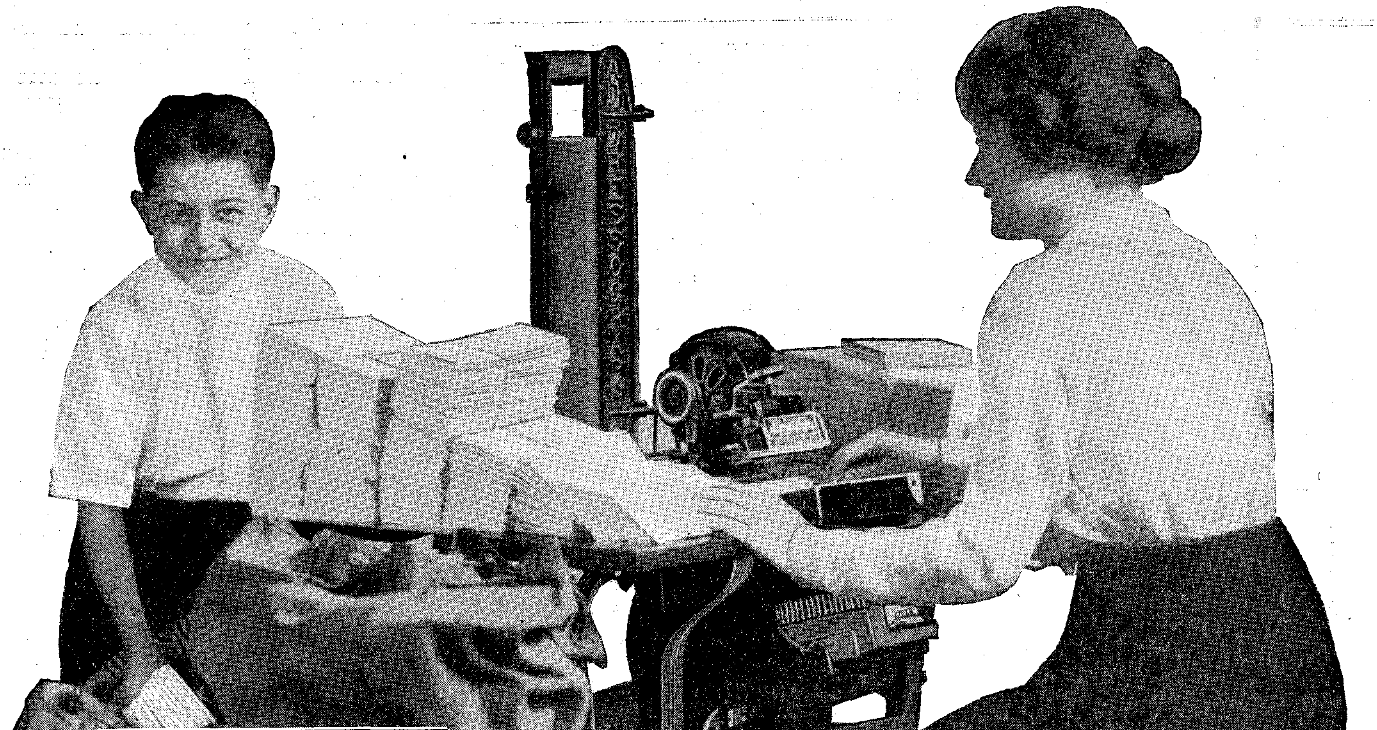
"What do you think of them?" he chortled.

"Well," replied his buddy doubtfully, "if I was you I think I'd keep that one there."—*The American Legion Weekly.*

Denying the Allegation.—The small boy was the first to answer the telephone. The person on the other end of the wire was a friend of his mother, and the following conversation ensued:

"Is this Mrs. Blank's residence?"

"No, ma'am, it is Mrs. Blank's little boy."—*Philadelphia Reformed Church Messenger.*



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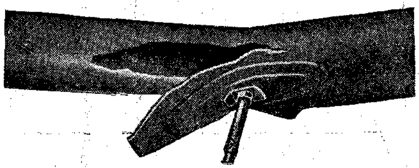

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TIRE-DOH is a trademarked name—it belongs to us. It is the original rubber repair substance. Comes only in the Red and Blue Striped Can. You must have the *genuine* for TIRE-DOH results. At your dealer's or send to us direct. Made in one size only. Price $1.00—Pacific Coast $1.25—Canada $1.50.

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YOU have ruined a lot of tires by running them without enough air in them, and all because it was too much trouble to take off the dust-cap to measure the air pressure.

SCHRADER UNIVERSAL KWIK-ON-AN-OFF DUST CAPS

can be removed or put on in two seconds or less.

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SCIENCE • AND • INVENTION • CONTINUED

OUR DISCOURAGED INVENTORS

"NO aid and little encouragement" is what the American inventor gets from his Government under our patent system as at present operated. We used to lead the nations in invention, because we had the best patent system. European countries have copied it and improved on it, while we, sitting by complacently, have assumed that our prestige would maintain itself. Meanwhile our patent system is going to pieces and falling into the scrap-heap. These charges are made by Aaron Hardy Ulm in an article on "Our Defenseless Patents," contributed to *The Nation's Business* (Washington). The lot of the inventor, says Mr. Ulm, is proverbially hard, but there is no reason why we should deliberately make it harder. For instance, we make him pay for more than he gets. He pays for a secure patent, and our patents are becoming less and less secure, since we are too stingy to pay for reasonable security in their issue. Mr. Ulm starts off with a little parable in which a hopeful young inventor is taken to the Patent Office in Washington to be stimulated by a sight of the wonders of ingenuity supposed to be contained therein. He goes on:

"'My little son here is—er—expects to be an inventor,' explains Mrs. Jenkins, 'and he wants to see the many wonderful things we are told are here.'

"'Nothing you can see here, ma'am,' says the guard with kindness.

"'Can't he see the models that are on display?'

"'They are no longer on display, ma'am; they are boxed up in the cellar.'

"'Can't he go around and look at other things and talk to some of the experts?'

"'He wouldn't see anything but offices and files. Everybody here is too busy to talk to him. Now if he wants to find out something he might go up into the search-room and look over the records.' (There are a million and a half of them.)

"'But if he wants to patent something,' the guard advises sympathetically, 'I'd suggest that you go down the street and see a lawyer. I don't see how he can get any help here.'

"And Mrs. Jenkins with her brood turns toward the street, and little Johnnie, who might be an Edison or a Westinghouse in the making, breaks into tears."

Mr. Ulm goes on to reassure us somewhat by saying:

"Let it be stated promptly that none of the faults herein to be complained of are due to the personnel of the Patent Office. The thousand or more persons employed there realize more fully than any others the shortcomings of the establishment they operate, and are favorable to a movement looking to improvement.

"Now consider William Jones, who has starved himself and his family in order to add to the comfort and mental welfare of masculinity by inventing an unlosable collar-button. Success crowns his efforts just as the sheriff arrives for purposes—let us put it—of incarceration.

"'Wait until I get a reply to this letter I am sending to Washington,' begs Jones, with simple faith. The sheriff waits.

"In a few days—the reply. It informs him that the Patent Office can't tell him whether his collar-button idea is new or, if new, whether it is worth a copper cent. It only explains to him the routine rules of applying for a patent. He quickly learns he must see a lawyer. Seemingly there is some good reason for this, but, incidentally, the Patent Office is about the only governmental bureau with which one is compelled to deal through an expert representative. For every employee of the office there are about five patent attorneys whose practise relates directly or indirectly to the work of the office.

"Well, Jones learns that an attorney, for a small fee, will make a 'preliminary' examination of the Patent Office records to see whether his invention is likely to prove patentable. The lawyer, being human and further fees depending on his report, is hardly likely to construe doubts against the issuance of a patent. He advises the filing of an application. With it goes a fee of fifteen dollars. To provide that, together with the lawyer's personal charge, Jones may sell his wife's wash-tubs and hopefully await results.

"Several months later, perhaps, he is informed that the patent may be secured on the payment of another fee; this time it is twenty dollars.

"'Fine!' exclaims Jones when the beribboned paper bearing the Government's impress arrives and informs him that, in exchange for making his discovery public, he may have the exclusive enjoyment of it for seventeen years.

"But the inventor will then find that his fight for patent rights has only begun. His patent proves to be only an admission ticket to the courts."

Once in the courts, he may expect to stay there anywhere from two to fifteen years. The nine United States Courts of Appeal now have final jurisdiction in most patent cases. One may decide with Jones and the others against him. He may have a patent in one section of the country and not in other sections; indeed, as has happened, he may be a patentee on one side of the street and a trespasser on the opposite side. Theoretically, we have an all but perfect patent system. Practically it is exceedingly imperfect because the machinery by which it functions has not kept up with the demands made upon it. Mr. Ulm goes on, in substance:

"The subject is of especial importance to-day because the American inventor is out of the trenches with a vim. Ink had not dried on the armistice when peace-time inventions began to sizzle. Last year was a record year in volume if not quality of inventions. Applicants for patents reaching the Patent Office during 1919 approached the unprecedented number of seventy thousand, more than any year's output.

"In October, 1919, there reached the division of the Patent Office handling metallurgical inventions a total of 662 applications for patents. In one division handling chemical subjects—there are several

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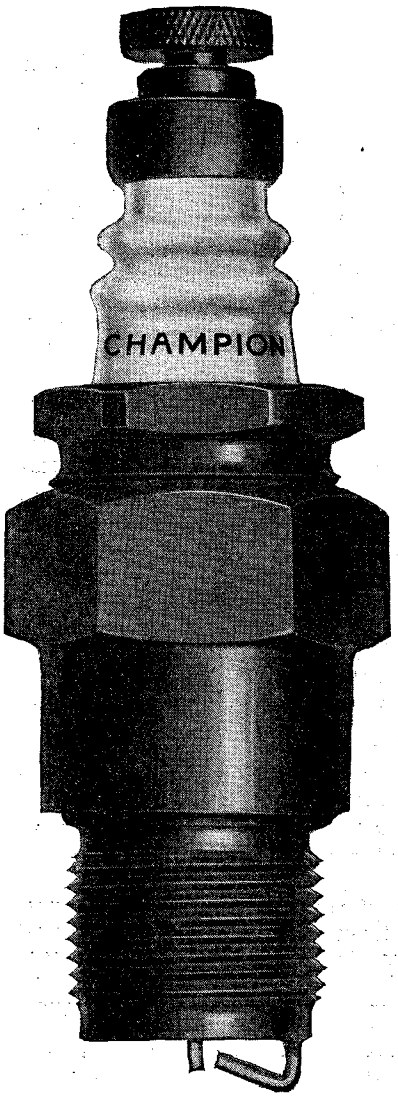

THAT is what it means to you when you drop and break a spark plug. If you ask your garage man, he will tell you that at least one out of every twenty spark plugs is broken in one way or another. Figured on that basis Champion Spark Plugs with an annual output of over 25,000,000 save their users over a million dollars a year on breakage loss alone.

Our famous No. 3450 Insulator has been developed and strengthened to such a degree that car owners who use Champion Spark Plugs are entirely free from spark plug breakage as well as from trouble due to excessive heat, shocks and temperature changes.

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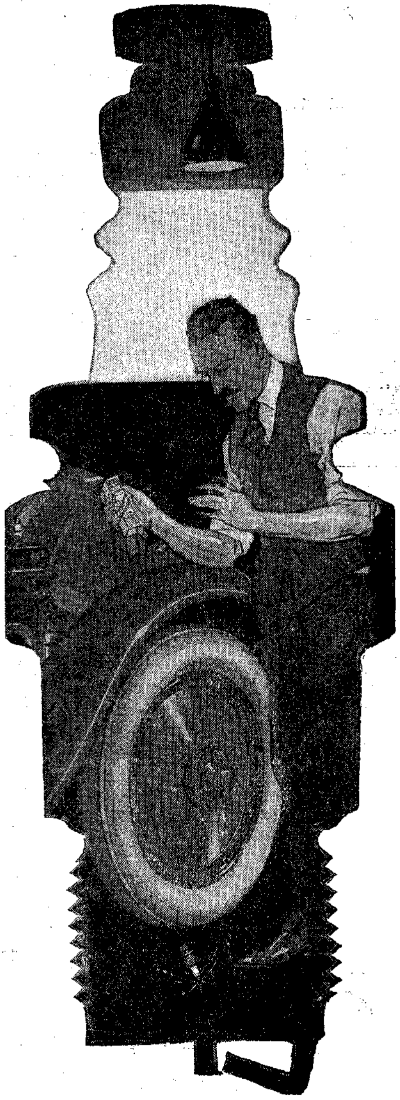
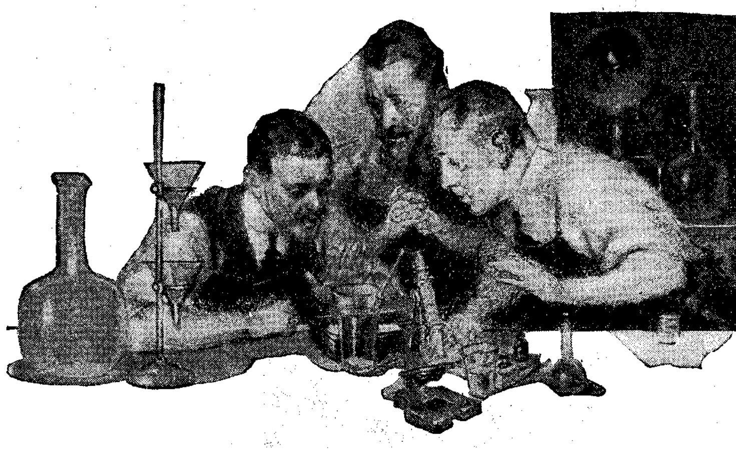


The Revelation in the Laboratory
By PAUL FABYAN



THE air of the laboratory was heavy with the moisture from the steaming vessels, in which chemicals and liquids were being mixed and blended in strange ways.

Blue flames flickered fitfully on the testing table. A dozen kinds of scientific apparatus stood about, employed from time to time in the various processes.

Three keen-eyed chemists bent over a glass receptacle, their faces tense and eager as they watched the results of their experiments.

Every moment counted. Day after day, they had sought to attain a certain chemical achievement, but so far failure had met every effort.

Today new experiments were to be tried. They must find the way to this chemical solution.

They were precipitating high combinations of zinc and soaps to create an important new scientific combination.

Yet, as in days past, with each effort the substance settled down in the liquid before them—and revealed nothing.

Was what they sought an impossibility? They were beginning to fear so.

"Look! Look!" suddenly exclaimed the youngest and most persistent of the chemists. His colleagues quickly bent over the vessel.

"The white powder!"

"At last," murmured the eldest of the men, with relief.

Instead of the substance sinking in the liquid, as in all previous experiments, this time a white powder formed a mist-like surface on the liquid.

"This is a great chemical evolution," said one of the scientists after a careful test of the powder. "Its benefits will be many."

The chemists had been experimenting to find a preparation that would take the place of Oleate of Zinc, a greasy ointment used years ago mainly for the care of the skin of infants. A better and pleasanter substitute was needed.

And now it had been discovered. The three tensely interested men in the laboratory had developed in the dry powder floating on the surface of the liquid what is now widely known as *Compound Stearate of Zinc*, the waterproof baby powder, a preparation that has proved a boon to countless thousands of mothers.

This was thirty years ago. The McKesson & Robbins laboratory, in which this important discovery was made, was then, as now, the source of many medicinal evolutions that have brought great benefit to mankind.

I heard this interesting narrative as I sat in the noted McKesson & Robbins laboratory and talked with its present head, a distinguished scientist who has given much of value to the world.

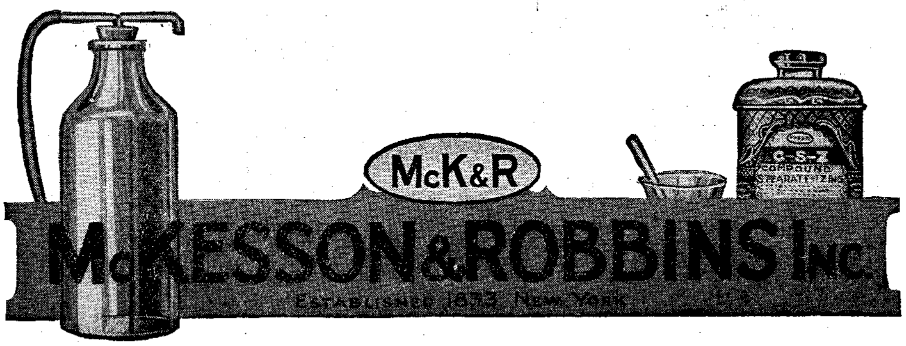
"In the thirty years since we discovered this chemical compound," he said, "we have been constantly improving the grade of stearic acid. The Compound Stearate of Zinc now sold is the result of thirty years of experiment and improvement, and its values in preventing skin disorders are remarkable."

This preparation, as I learned, is a combination of zinc and stearic acid, the latter made from vegetable oils. It is used mainly as a dusting powder for infants, but its extreme lightness and purity, together with its cleansing and healing values, make it also very effective for use by adults, especially those addicted to heavy perspiration or skin disorders. As a protective dressing it has won renown.

"This powder," continued the chemist, "is so light that we cannot have a sifter on the container. It is waterproof. You can apply it on the skin; and water used thereafter does not make the skin wet. Hence its value to offset the unpleasantness of perspiration."

The laboratory man then said that one could sprinkle Compound Stearate of Zinc on a handkerchief or on a piece of absorbent cotton, place in water, and it would come out dry. To illustrate this remarkable fact, he sprinkled the powder liberally on the palm of his hand, and then poured water over it. The water formed in drops on the powdered surface like oil floating on water.

Compound Stearate of Zinc was an important contribution to medical chemistry. Its benefits, as its discoverers foresaw, have been many. But this preparation is only one of a very large number of boons to humankind that have sprung from the great laboratories of McKesson & Robbins in the eighty-seven years of the existence of this noted drug manufacturing house.



SCIENCE AND INVENTION
Continued

chemical divisions—480 applications were filed; in the agricultural implement division 354 applications arrived; and the division dealing with vehicle wheels and such appurtenances received 729 applications, about one-half of which related to resilient tires. This last item discloses the fact that inventions for the automobile industry best reflect the current work of the Patent Office.

"In October, for instance, 441 applications went to the division that handles automobile engines and parts. That considering framework and gearing received 550.

"'There may be several epoch-making discoveries among the inventions now in process of being patented,' says an old Patent Office official; 'if so, time only will prove them such. Never have I known the success of a great invention to be perceived as it passed through this office. We thought the phonograph would be a dictating machine only; none of us dreamed it would become a great medium of entertainment. Neither can one foretell the measure of success that will meet most of the inventions that are merely additions to or improvements on old ones. The flat phonograph record is a good illustration. The story of its invention lay here for years before any one realized its full worth. In fact, the inventor failed to keep his patent alive in other countries and lost his rights outside of the United States, rights that earned him millions during the last few years of the patent's American life.'

"The patent department is becoming a fixture in big industrial concerns. Some had them as far back as twenty years ago, but during and since the war the idea has spread marvelously. Those departments, while working hand in hand with research laboratories, deal only with patents. It is not unlikely that from one-third to one-half of the patent business of the Government comes from such highly specialized branches of big industry.

"These departments draw in large part from the personnel of the United States Patent Office for expert help. Because of the low salaries paid by the Government they have no trouble in securing recruits. Such developments are slowing up and reducing the efficiency of our patent system.

"During the early years of the country, the Patent Office was an inconspicuous section of the State Department. Until 1836 the 'recording' system, then general throughout the world, was employed. Under it anybody could register any pretended invention, which meant that patenting really was done by the courts.

"Then came the examination system now in vogue. Under it each application for patent is submitted to close scrutiny and is compared with all other issued patents of like kind. Thus when a patent is issued under the *imprimatur* of the Government, the presumption is that it represents a genuine invention properly protected.

"In fact, the courts hold that a patent is a contract, instead of a privilege or concession. While the inventor is held to strict accountability, the Government assumes virtually no responsibility for protecting its part of the contract which a patent duly issued constructively represents."

It is proposed to relieve the litigation evil by having one court with final jurisdiction in patent cases. But more needs

SCIENCE AND INVENTION

Continued

to be done, Mr. Ulm thinks. Litigation over patents must be reduced by making it unprofitable by bringing the Patent Office up to such a state of efficiency that it will be futile to subject its findings to court review. That is generally agreed. He goes on:

"The reforms urged involved no levies on the purses of taxpayers. Most readers may be surprized to hear it, but the humble taxpayer has never contributed a cent toward the promotion of invention *via* the Patent Office. During the past five years the Patent Office has taken in, in the form of fees charged inventors, more than a million dollars above the expense attaching to the granting of patents. It has 'cleared' in the last seventy-five years about nine million dollars. On every patent issued there is an average profit of about six dollars.

"By every rule of fairness the money collected in fees should be spent on the security of patents. In fact, representative inventors are heartily in favor of the fees being increased in whatever amount necessary to insure the highest possible efficiency in the administration of patents.

"The equipment of the Patent Office is perhaps a quarter of a century behind the times and reflects little of the advance first recorded there. It hasn't even a chemical laboratory for testing the thousands of patent applications growing out of that now most rapidly growing field of research. They are tested on paper. Even many now common office appliances, they say, are not yet available to them.

"In this era of technical and scientific literature, the Patent Office is allowed only three thousand a year with which to keep its library supplied with the literature of industrial and scientific development.

"Examiners are presumed to keep informed, through personal visits to great industrial plants, of the applied advances in the 'arts' they deal with. The fund allowed for such purposes amounts to $1.25 annually for each member of the examining personnel.

"Entrants to the examining corps are presumed to have education tantamount to a course through a first-class technological college. They are paid fifteen hundred dollars a year. During the past two years the Civil Service Commission has found it impossible to get sufficient men to stand the examination for vacancies. They have been able to fill vacancies, in the main, by appointing high-school boys temporarily without examination and then making big allowances for 'experience.'

"Frequently as long as nine months must pass before a patent application can be looked at by an examiner.

"The technical force of the office numbers about 400. There is a clerical force of 500 and only twenty-four such positions pay, barring war-bonuses, more than $1,200. The basic salaries allowed most of them range from $750 to $900. The lowest is for typists. Are they able to get typists at the price? No; they make them. Girls are taken on and allowed to develop typing capacity later.

"All of which means that inventors are being specially taxed for more than they get. They pay for secure patents, but the patents issued are becoming less and less secure against court attack, since they can

A Speakman Shower to fit your bath room—inexpensive or elaborate, as you wish

There's something in a shower-bath that can't be described—you have to feel it. That sense of mental and physical exhilaration as gallons of sparkling fresh water—clean water—drives from the shower head and revives each jaded nerve and muscle. It's great!

And anybody can have this bathing pleasure, for there are showers—Speakman Showers, to fit all bath rooms and incomes.

Take the Speakman Shower here shown for instance. It's installed over a built-in tub; the side and end of the bath room are utilized in connection with a front and side curtain to make an ideal shower bathing compartment. The same shower is frequently used in a stall.

And then there are luxurious combination showers and needle-baths; institutional showers which have valves that insure economy in the use of water; also industrial showers—all Speakman.

Practically the entire 200 or more types of Speakman Showers have the Kas-Bras head that is drilled so that each driving spray strikes the bather—is not wasted on the curtain.

The shower control in many of the installed types of Speakman Showers is the Mixometer; it gives any desired shower temperature—instantly—with half a turn of the handle. Then there are other types with Speakman Shower-Valves.

In addition to these, there is the Speakman Portable Shower that can be put over any bath-tub in half an hour with a screw driver.

And the same high quality that has established the Speakman reputation for being "the world's finest shower" is built into every Speakman Shower.

Ask your plumber or dealer about Speakman Showers. Get a Speakman Shower booklet from him. If he is out of them, we'll send one.

SPEAKMAN COMPANY
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SPEAKMAN SHOWERS

THREAD-RUBBER

Willard STORAGE BATTERY

INSULATION

This trade-mark is branded in red on one side of the Still Better Willard—the only storage battery with Threaded Rubber Insulation.

136 passenger car and truck manufacturers have selected this battery, knowing from experience that Threaded Rubber Insulation is far superior to wood or any other form of storage battery insulation.

WILLARD STORAGE BATTERY COMPANY, Cleveland, Ohio

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It means easy starting of the cold or sluggish engine—a quarter turn of the crank starts her off—the Impulse Starter does the trick.

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SCIENCE AND INVENTION

Continued

not be issued with the care that even reasonable security requires.

"The question of individual welfare or rights is of negligible importance; and herein lies a big misconception.

"Patents are not granted primarily for the benefit of inventors, any more than the Patent Office is maintained for the benefit of persons employed there. The patent system, as the Constitution says, was installed to promote the interests of the public.

"'You will find,' said a patent expert to the writer, 'that national efficiency in the recent war ran parallel with the proportion of patents to population granted by each country involved.'

"'It might be said,' declared another, 'that a secure patent and not necessity is the true mother of invention. I can't recall a single modern invention that, unpatented, got anywhere. Doctors are beginning to patent their discoveries, as the Government itself is now doing.

"'Inventions have to overcome habit, custom, prejudice, and indifference. They must be exploited. Who would have exploited the adding machine or cash register if there had been no protection against others coming along and supplying the market as rapidly as it was developed?'

"The past record would indicate that nine times out of ten the discoveries that revolutionize custom will come from men who, like Bell, was an inconspicuous teacher, or the Wright brothers, who were obscure mechanics, *i.e.*, the little Johnnie Jenkinses inspired by creative instinct and assured of reward in case of success.

"The patent system, as it operates, provides no affirmative aid and little if any affirmative encouragement to the little Johnnie Jenkinses of the country. And, worse still, if they go ahead and sacrifice time and energy to the development of some public need, they have no assurance that the patent rights which may finally be conferred will prove at all to be rights.

"'Unhappily,' says Thomas A. Edison, 'there is absolute certainty that under our present patent laws the poor devil of an inventor would never receive any reward for it.' Congress is now considering measures for the relief of the United States Patent Office. One, increasing the working force, has been adopted. Another, giving more general relief, has passed the House of Representatives and is now pending in the Senate."

GOOD DUST AND BAD DUST.—Dust inhaled is popularly regarded as a source of lung trouble. Experience has shown, however, we are told by a writer in *The Journal of the American Medical Association* (Chicago), that not all dusts are to be put into a common category. He says:

"If there are no benevolent dusts, some at least seem to be far less deadly than others, altho all forms of them enter the lungs. Investigations made in South Africa have demonstrated, for example, that a condition results from dust particles setting up cell proliferation which ends in the production of dense connective tissue. The latter occurs first in nodules which may subsequently coalesce, obliterating large portions of air-containing vesicles. Sufferers from this condition are peculiarly

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liable to pulmonary tuberculosis. Some dusts, notably soot and coal dust, appear, however, to be comparatively harmless. It appears that marked differences appear in the readiness with which different kinds of dust are eliminated from the lung tissue. Some produce a marked initial reaction, with much shedding of epithelium. In these shed cells, coal and shale are promptly removed, so that they do not set up processes which block the lymphatics. On the other hand, flue dusts and silica are taken up by cells which tend to remain and form plaques which appear early and persist. They become the sites of fibrosis. From the current investigations it further appears that dusts, like coal, which produce an initial reaction tend to carry out with them the more inert kinds of particles. The dusts which make most mischief appear to be those tending to accumulate rather than to be promptly eliminated. Corper has found a correlation between these facts and the effect of lampblack and pulverized glass, respectively, on the acceleration of experimental tuberculosis in the guinea-pig. Glass, which resembled the quartz dusts, had a markedly accelerating influence, whereas the carbon particles likewise injected subcutaneously coincident with tubercle bacilli exhibited a retarding effect. Whether this beneficent outcome is due to some inherent antiseptic property introduced with the coal or soot or to a biologic reaction can not be stated at present. However, the facts help to explain why 'phthisis is not as common among coal-miners as among the ordinary population in spite of the marked amount of anthracosis developed in the lungs from the inhaled dust.'"

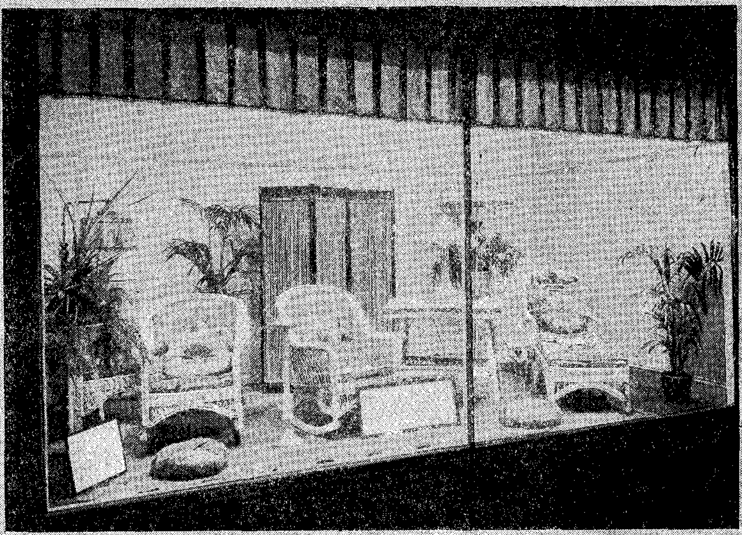
THE WORLD'S HUGEST FREEZER

THE hugest freezing and cold-storage plant in the world has just been put into operation in Chicago by Armour & Co. Twenty-one thousand tons of meat can be accommodated in it, and it occupies nearly all of a nine-story building. The plant was constructed, we are told in a leading article in *Power Plant Engineering* (Chicago), to increase the firm's already large capacity for the freezing and storing of its meat products. Its location, in the Chicago Union Stockyards, where ground space is at a premium, rendered imperative a structure of sky-scraper proportions. The building itself is of brick on a reenforced concrete-covered structural steel frame-work, and covers a ground space 208 by 212 feet in size. The writer goes on:

"Its construction required approximately 5,000 tons of steel, and about 3,500,000 board feet of cork were necessary to insulate the various storage-rooms. Except for the first floor and a part of the second, which are used for shipping operations, the whole building is occupied by storage- and freezer-rooms, ice storage, and the necessary heat-absorbing equipment.

"The refrigeration equipment necessary for the cooling of the building and the production of ice for the refrigerator-cars has a normal capacity equivalent to 750 tons of ice per day and a maximum of about 1,200 tons. The engine-room, containing the

HOLOPHANE
WINDOW LIGHTING REFLECTORS



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Your show windows should pay tremendous dividends. They offer the most effective advertising and merchandising medium a store can use.

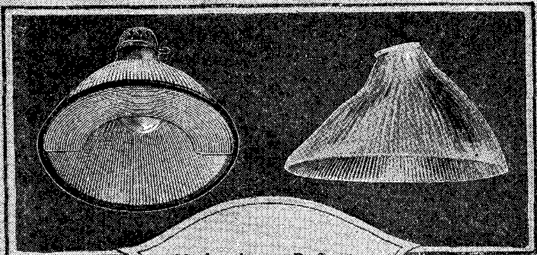
Yet how frequently do you see a beautiful window-display handicapped by poor lighting—too dim to set off the trim or so dazzling as to offend the eye.

When Holophane Reflectors are used, window lighting constitutes a positive selling force. They direct a flood of soft, even illumination on the display, absolutely protect the eyes of the observer from glare and add to the attractiveness of the whole store.

Holophane Reflectors assure maximum lighting efficiency, lowest current consumption and they can be installed for one-half the cost of the next best make.

See your electrical contractor today. Insist on Holophane.

HOLOPHANE COMPANY, Inc.
342 Madison Ave., New York City Works: Newark, Ohio



Holophane Reflectors are made in many types for all lighting purposes, including:
1. Window lighting
2. Store lighting
3. Office lighting
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Oldsmobile

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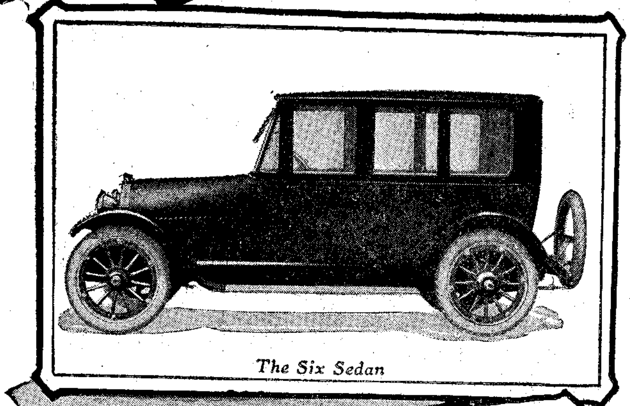
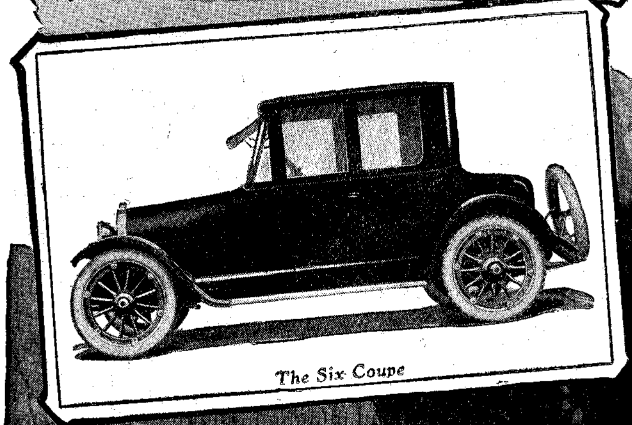


The Six Sedan



The Six Coupe

DISTINCTIVE Oldsmobile accomplishments have inspired the all-year preference for Sedans and Coupes, now so marked among experienced car users.

Twenty-two years of leadership in the building of quality automobiles is reflected in these beautiful closed car models.

Smart, graceful, comfortable, with well appointed interiors and characteristic Oldsmobile mechanical excellence, they most happily combine refinement with practical utility.

And in all, you are assured the fundamental Oldsmobile qualities—Power, Speed, Dependability and remarkable fuel economy.

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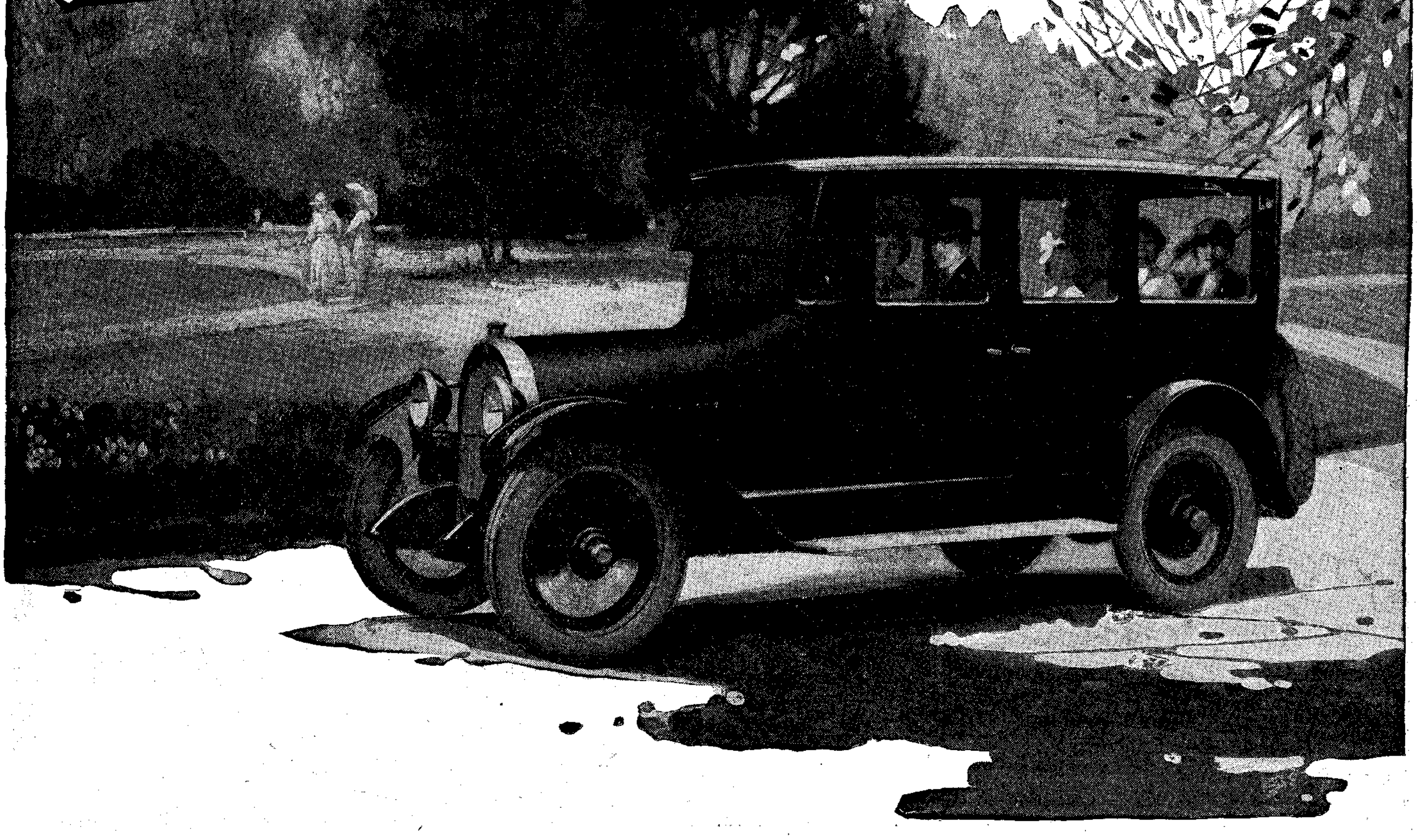

main units, is located on the eighth floor, with the condensers and similar equipment on the floor above.

"The equipment here located consists of five 150-ton units, three being used for cooling the building and two for the production of ice for the refrigerator-cars. They are arranged in two sections, one containing the refrigerating machines at the west end of the room, and the other consisting of the ice machines at the east end.

"The walls of the ninth floor are so constructed as to afford a protection against the heat of the sun, allowing, at the same time, a free circulation of air to the condensing and cooling equipment there located. The water used for cooling purposes leaves at about 80 degrees F. and is used in the wool-washing department before being discarded.

"Brine is circulated by means of three one-thousand-gallon centrifugal steam turbine-driven pumps. Flow meters are used to record the steam used and the rate of circulation of the brine.

"One of the outstanding features of this plant is the low temperature it is possible to maintain in the brine system. Under present operating conditions the thermometer at the brine outlet reads −13 to −14 degrees F., and that at the outlet 2 degrees F. lower, but the plant is capable of maintaining a temperature of −20 degrees F. continuously. On account of the low temperature involved, it was necessary to use a 27 per cent. calcium chlorid 'brine' solution, having a freezing-point of about −33 degrees F.

"The whole of the brine system is at present maintained at one temperature, but, should load conditions require, it is proposed to divide it into two sections, maintaining one at about −20 degrees F. for the sharp freezers, and the other at 0 degrees F. for the cold-storage rooms.

"Several of the floors are divided into two sections, known as the sharp freezers and the storage rooms. The sharp freezers are further divided into a number of smaller rooms. The method of procedure is to take the meat from the cooler temperature of 36 to 38 degrees F., where it was held for at least forty-eight hours, and place it in the sharp freezers, where it remains for seventy-two hours at a temperature of from −10 to −20 degrees F. The meat is then transferred to the storage rooms, where temperatures from 0 to 12 degrees F. prevail. Meat is brought to the various floors by means of four electric freight-elevators located in the four corners of the building, and trucked to the desired location. Delivery in the direction of the shipping floor is by means of a spiral chute located in the center of the building.

"One of the most interesting features in connection with the plant is the method of reducing to an absolute minimum the loss of ammonia when purging or pumping out various parts of the system. This is accomplished by means of an economizer, alternately an absorber and a still. The ends of the coil are each provided with two connections, one for water and the other for steam. The method of operation is to fill the shell with water to cover the coils, and purge the different parts of the plant through this water by means of a perforated pipe in the bottom of the economizer. Any ammonia gas which may be entrained with the foul gases will be absorbed by the water, the foul gases rising to the top of the shell. Foul gas collected in the economizer is purged by opening the air-valve, no ammonia being present in the vent. The heat of the absorption is carried away by water circulating through the pipe coils.

"When the liquor has become somewhat concentrated, steam is substituted for the water in the coils and the ammonia is redistilled back into the system. By the use of the economizer any part of the system can be pumped out without the necessity of shutting down the whole machine."

SHALL WE ELECTRIFY OUR RAILROADS?

IT is asserted by E. W. Rice, Jr., in a presidential address delivered before the American Institute of Electrical Engineers, that railway electrification may prove a prime factor in saving fuel and in relieving freight congestion, thus solving two problems that are bothering us insistently at present. In an article on "Some Phases of the Power Situation," contributed to *Power Plant Engineering* (Chicago) by E. A. Van Deusen, President Rice is quoted as saying that where electrification has been substituted for steam in the operation of railroads, fully 50 per cent. increase in available capacity of existing tracks and other facilities has been demonstrated. He goes on:

"It is estimated that something like 150,000,000 tons of coal were consumed by the railroads in the year 1917. Now we know from the results obtained, from such electrical operations of railroads as we already have in this country, that it would be possible to save at least two-thirds of this coal if electric locomotives were substituted for the present steam-locomotives. On this basis, there would be a saving of over 100,000,000 tons of coal in one year."

This estimate, Mr. Van Deusen interpolates, is based on the assumption that the power for the electric locomotives is generated in and transmitted from central power-houses using coal as fuel. It is obvious that if water-power were used, the whole 150,000,000 tons of coal could be saved. Mr. Rice said further:

"It is really terrifying to realize that 25 per cent. of the total amount of coal which we are digging from the earth each year is burned to operate our railroads, under such inefficient conditions that an average of at least six pounds of coal is required per horse-power-hour of work performed. The same amount of coal burned in a modern central power-station would produce an equivalent of three times that amount of power in the motors of an electric locomotive, even including all losses of generation and transmission from the source of power to the locomotive. Where water-power may be utilized all of the coal used for steam-locomotives can be saved."

Two notable examples of successful railroad electrification cited by Mr. Van Deusen in his article are those recently carried out by the Chicago, Milwaukee & St. Paul Railroad and the Norfolk & Western Railroad. In the case of the former 440 miles of heavy mountain railroad have been

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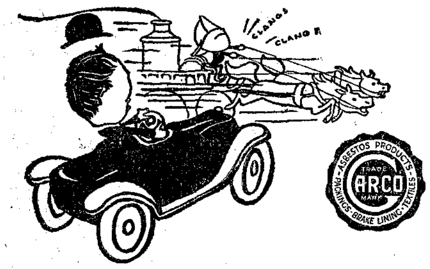

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SCIENCE AND INVENTION

Continued

electrified, the power being obtained from mountain waterfalls, thus saving or releasing for other purposes hundreds of thousands of tons of coal every year. In the case of the Norfolk & Western Railroad power is supplied from large central steam-power stations located at the mine-heads in West Virginia. Mr. Van Deusen continues:

"As mentioned before, this method of generating the necessary power for moving traffic is approximately three times as efficient, as far as coal consumption is concerned, as in the case of steam-locomotives. It is evident, therefore, that here is another example in which a large annual saving of coal is effected.

"It must be noted, however, that railroad electrification, tho most desirable from the point of view of the conservation of our fuel resources, is a matter that can not be undertaken wholesale, for several reasons. In the first place, the capital outlay necessary would be enormous, and would run well into billions of dollars; and in the second place, each individual railroad system, or even division, is a problem in itself, to be judged on its own merits. It is safe to say that in the majority of cases electrification would be economically unsound at the present time. Nevertheless, electrification is inevitable; but it will not come through wholesale and revolutionary methods; instead, it is to be hoped, in accordance with the dictates of sound judgment based on ripe experience and a knowledge of the workings of economic and engineering laws. . . . . .

"Of the 200,000,000 potential water horse-power in the country, government records indicate that over 70 per cent. are located in the mountain and Pacific States, that is to say, in the public-land States. Under the past Federal laws, the would-be developer of water-power on these lands could not obtain a title which could be used as a basis for credit. This state of affairs has resulted in the virtual stagnation of the water-power industry. The question of remedying this condition had been before Congress for the past ten years, but until recently all efforts to obtain relief have been fruitless; however, a bill, known as the Water-Power Bill, which aims to release these water-powers for development, and at the same time protect the people's interests, has recently been passed by Congress.

"The water-powers of the country have been developed to a very satisfactory extent in some sections, particularly where located on rivers and streams unaffected by the restrictive Federal laws. For instance, in the New England States approximately 600,000 horse-power have been developed and are in use and yearly produce about 2,000,000,000 kilowatt-hours, the equivalent of 3,000,000 tons of coal. Again, a prominent water-power company in the South in 1917 produced the equivalent of 900,000 tons of coal, while the equivalent output of a Middle-West company annually amounts to about 300,000 tons. Many other instances might be cited, but these three should serve to indicate what is being done under adverse statutory conditions and suggests how much more might be done under more favorable legislation.

"No more fitting conclusion to these remarks on the menacing condition of the present power situation could be found than the following words written by George Otis Smith, Director United States Geological Survey, in 1916:

"'Our unsurpassed coal reserves, reenforced by these water-power resources, constitute a strong line of national defense in that they form a real basis of an industrial organization of the nation's workers. It is only through abundant and well-distributed power that the other material resources of the country can be put to their highest use and made to count most in the nation's development.'"

THE FEEL OF THE FABRIC

CLOTH must feel soft and full and "clothy" if it is to be attractive to the buyer, and manufacturers now pay much attention to this feature. What they do to insure that their product shall feel well as well as look well is told by Mr. O. Fisk in an article contributed to *The Textile World Journal* (New York), most of which we quote below. There is no feature of finished woolen cloth, Mr. Fisk says, that is of more importance than the feel of the fabric. However skilfully the designer may have done his work in the construction of the weave, or the combination of the colors, the cloth must also be agreeable to handle if it is to be made attractive to the buyer. While the best results are somewhat dependent upon the character and quality of the stock, and its manipulation in other departments, it is left to the finisher to produce a delicacy of touch that only the best methods in his department can insure. Should he be handicapped by a low grade of stock, or unfavorable water-supply, labor, or machinery equipment, he must get the best possible results under the circumstances. We read:

"The best qualifications a finisher can possess are those that will enable him to give to the cloth as nearly as possible the appearance and handle of a strictly all-wool cloth, whatever substitutes may be employed in its make-up. Careless and slipshod methods should not prevail in the finishing department, and every detail of the work should be carefully attended to under the direction of a man of experience and good judgment.

"Wool that has been injured by an excessive strength of alkali in scouring, by a too strong solution of acid in carbonizing, or from the lack of proper neutralizing following the latter process, is likely to have a harsh and wiry feel that no after-process can fully eliminate, and a residue of acid left in the stock will tend to injure the soap in fulling and destroy the lubricating quality that is necessary to perfect fulling and scouring.

"The fulling process produces a felted condition that partly or wholly covers the woven structure of the cloth, and gives a body of felt from which to raise a nap upon such goods as require it. Upon the perfection and quality of the felted condition depends very largely the desirable feel of the fabric. The amount of felt produced is largely governed by the width of the cloth from the loom, and the designer should take this into account so that the

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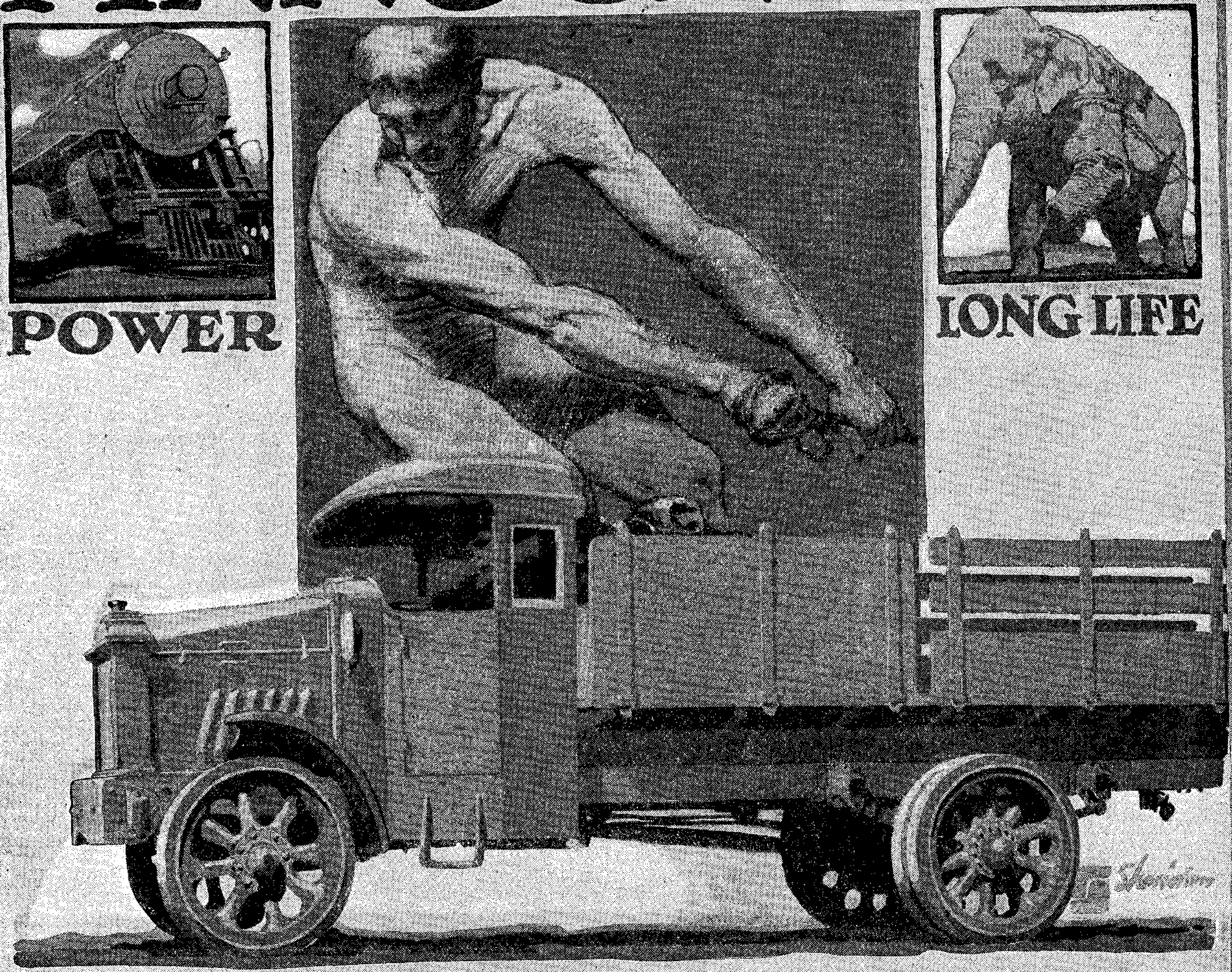

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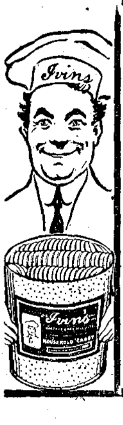

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SCIENCE AND INVENTION
Continued

finisher may be able to secure the desired results.

"An experience the writer once had will illustrate the importance of even a little fulling to give to the cloth a noticeable improvement. The mill was running on a line of dress goods that weighed about nine ounces, and they were laid so narrow in the loom that the effect of fulling was scarcely noticeable. Their raw and thready appearance and 'raspy' feel did not at all suit us, but there was no remedy that could be applied in the finishing department.

"We were called from the finishing at this mill to take the superintendency of a neighboring mill on the same line of goods which went to the same commission house. We were now in a position to correct the difficulty and by spinning the yarn a trifle finer we were able to lay the warp three inches wider in the loom and keep the cloth at the usual weight. With this additional width for fulling, we secured a slight felt and soft wooly surface to the cloth, and a condition that secured a much better pressure and soft feel to the finished goods.

"Some time after this the superintendent of the other mill made inquiries of our finisher as to how we were finishing the goods, with a view of securing similar results, as the selling agents had asked him why he could not get as good a finish as we were getting.

"The allowance in width for fulling counts very materially in the quality of the finish. The full benefit of this allowance is sometimes lost by the use of warm soap, which tends to force a shrinkage that is devoid of real felting. The use of cold soap and a moderate temperature in fulling results in a better felted cloth, and it should be remembered that the last half inch of fulling adds more to the excellence of the finish than a whole inch at the start, so that fulling to the limit means both excellence of finish and uniformity.

"In the finishing of heavy goods this is of the utmost importance in the securing of a firm and 'clothy' feel. It gives to meltons, mackinaws, and like finishes a complete covering and smooth surface, and to goods requiring a steam or luster finish it gives a good body from which to raise a full and excellent nap.

"In the finishing of cassimeres that require napping to clear up the pattern, the procedure should be such as to raise rather than to lay the nap. This method leaves the nap in more of a standing condition and results in a velvety feel when sheared.

"Goods that are distinctly of a fancy weave, as diagonals, ribs, etc., require to be closely sheared, but such as are dependent upon the combination of the colors for the pattern should be finished with sufficient length of nap to render a soft effect, but not sufficiently long to in any degree obscure the pattern. The reversing of the nap in the gigging avoids the sharp barby feel that would otherwise appear after shearing, and gives a most agreeable handle to the cloth.

"The pressing may give to the face of the cloth a hard and barby feel, but by a light steaming this will disappear and the nap will be raised to the soft feel desired. This steaming should be just sufficient to remove the gloss produced in pressing and not be forced into the cloth to destroy the firmness of the fabric."

REENFORCED CONCRETE ROADS

CONCRETE used by road-builders is generally of the plain variety, without the addition of steel reenforcement. Sometimes it cracks badly, and steel is being added to an increasing extent, either as a mere binder, or in greater proportion to take up the expansion strains. S. M. Fechheimer, who writes on "Reenforcing the Concrete Highway" in *Modern Building* (Detroit), believes that the road of the future is to be of concrete with ample reenforcement of steel. The recent increase in interurban trucking and the size of the loads carried have caused highway engineers, he says, to consider means of providing greater strength and durability for road construction. Many road-materials have broken down quite badly under heavily loaded trucks. Altho concrete has acted comparatively well, methods of perfecting the concrete highway are being studied so that it may be as nearly perfect as possible. In particular, a more thorough knowledge of the effect of moisture and temperature has led to new designs. Says the writer:

"A natural conclusion on the part of some engineers as a means of providing greater strength to resist the strains is to increase the thickness of the concrete. . . . The logic is to some extent correct, but how thick will we have to go before a concrete road is secured that will meet proper requirements? No doubt if the road is made thick enough, it will stand up under any strain. Possibly the right limit will not be reached until we get to twenty inches, twenty-five inches, or thirty inches. Who knows?—and are there not other methods that will give practically perfect results with much greater economy?

"This brings us to the consideration of the use of steel in the concrete roadway. Now, there are two distinct purposes for the use of steel in concrete, and each of them calls for a decidedly different line of steel. In the first type the steel mesh used is a comparatively small amount in area, say one-tenth square inch to the foot of width, and may properly be designated as binding steel. In the other type, a real reenforced concrete road is considered, such a one as will reenforce the concrete against cracking even under extraordinary strains. Let us consider the first type where the binding steel mesh is used.

"Concrete in itself, altho possessing great resistance to abrasions and able to bear direct-compression loads, is comparatively weak in tension. Tensile strains come into the concrete roadway from a variety of causes. They may be due to expansion and contraction resulting from temperature or moisture, or they may be caused by heavy loading, inequalities in the subgrade, frost, settlement, etc. It is, of course, possible to supply sufficient steel in the concrete to make a thoroughly reenforced concrete road such as would resist these strains, and this will be treated later, but it is also perfectly feasible to provide a lighter reenforcement that will merely tie the concrete together and prevent the opening up of the fine hair-cracks that would be caused by the various strains. In other words, the steel merely supplies the lack of tensile strength in the

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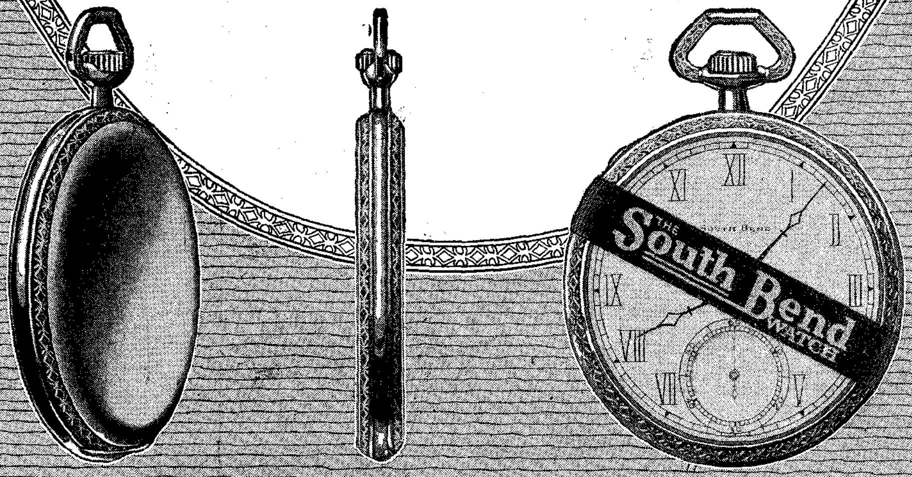

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SCIENCE AND INVENTION

Continued

concrete where it has been weakened by hair-cracks, so that even after cracking all parts of the concrete will have the same amount of strength and will act together as one mass. The advantages of such an arrangement are at once apparent.

"Even if a fine hair-crack breaks all the way through the concrete, nevertheless this will not open up any wider, and the whole mass will expand and contract and move just as tho this original fine crack had not appeared. In a plain concrete slab where the crack occurred the effect, of course, would be that alternate expansion and contraction would tend to open up the crack wider and wider continually."

The addition of the steel is unquestionably a genuine economy, Mr. Fechheimer thinks. Its value is much more than the addition of an inch or two of thickness, while its cost will average less than a half-inch thickness of concrete. The question naturally suggests itself, why not go farther and build a reenforced concrete road just as we would design a slab in a building, so that it would not only prevent the effects of cracking, but entirely eliminate their appearance? He goes on:

"To accomplish this a much heavier type of reenforcement must be used than the binding steel which has been so frequently used in concrete roads. A percentage of steel equal to about one-half of one per cent. of the area of the concrete, or four or five times the customary amount of steel used, would seem to be about right. If this steel were placed in the center of the height of the concrete, the slab would have exceptional strength to resist very severe strains. If the slab had a thickness of six inches there would be an effective depth of concrete on either side of the steel to resist strains in either direction of a full three inches. This is equivalent to what would be an ordinary four-inch concrete slab in a building, which consists of an inch of fireproofing underneath the steel. Builders of reenforced concrete know what is the tremendous strength of such a slab on short spans, which, of course, is a condition that would hold good in roadways. Even under exceptional loads the support for the slabs would not be farther than a very few feet apart. Besides, under concentrated loading—such as occurs on a road—all the slab for some distance on each side comes to the assistance of the loaded section.

"With a heavy reenforcement of this type the entire road would act as a unit. If there were settlements of subgrade the reenforced slab would span over it. The expansion and contraction due to temperature and moisture would distribute itself throughout the entire slab and not be concentrated on any point of weakness. When the strain takes the effect of a push upward there is enough concrete above the steel to act as a slab in that direction, and the reverse holds true when the strain is downward.

"With a heavy reenforcement and the consequent distribution of all expansion and contraction throughout the slab it is entirely reasonable to believe that the expansion joints in the roadway could be placed a great distance apart, probably as much as two hundred feet, without providing the ordinary planes of weakness or expansion joints such as are needed in the plain concrete roadway. The advantages in upkeep in only having expansion joints a great distance apart, and with no likelihood of cracking in the slab, would produce a great saving annually.

"Unfortunately, there does not appear to be any large amount of comparable data on roadways that have been built to ascertain which type is most efficient and economical. The reenforced concrete roads already built have been almost entirely of the [illegible] steel type, and reports seem to show these are generally satisfactory. But, of course, there are also many plain concrete roads which seem to be giving good satisfaction. The heavier type of reenforced concrete road is rather a newer development among engineers, so there is very little available data on the subject. The tendency of road-construction seems to be decidedly in the direction of using reenforcing steel and in increasing amounts. Undoubtedly this will prove the most satisfactory and economical road rather than the plain concrete road, which will require great additional expense to provide additional thickness to secure suitable durability.

OUR BIGGEST NAVY-YARD

FEW people know, even citizens of Philadelphia, that that city now boasts our very greatest naval station—the one on League Island, at the confluence of the Delaware and Schuylkill rivers. The general ignorance on the subject, we are told by Commander R. D. Gatewood, U. S. N., writing in *The American Machinist* (New York), is due to certain war-time restrictions still prevailing, preventing access to the yard by the general public. In the sixty years since the establishment of the yard up to June 30, 1916, the total expenditures for improvements had only been $13,700,000. During the last two and a half years over $25,000,000 has been spent in enlarging and developing facilities, and to those familiar with any of our major naval stations before the war it will seem entirely transformed. Writes Captain Gatewood:

> "The old structures, the little group of red-brick shops and offices, the wooden residences, formerly constituting what was considered a large navy-yard, are now quite dwarfed by the many new ones that have been erected, and the completed project will aggregate $35,000,000.
>
> "The main street of the city, Broad Street, passes through the center of the yard, and to the east and west of it the built-up area now extends for a mile in either direction, where before the war it was limited to one or two blocks either way. Where forty vessels formerly represented the maximum number tied up to its piers there are now more than one hundred and forty vessels there."

The only way, Captain Gatewood tells us, to get a real idea of the magnitude of the plans is to take a trip in a navy "blimp," or seaplane. Looking west along the Delaware River water-front, one sees the "fit-

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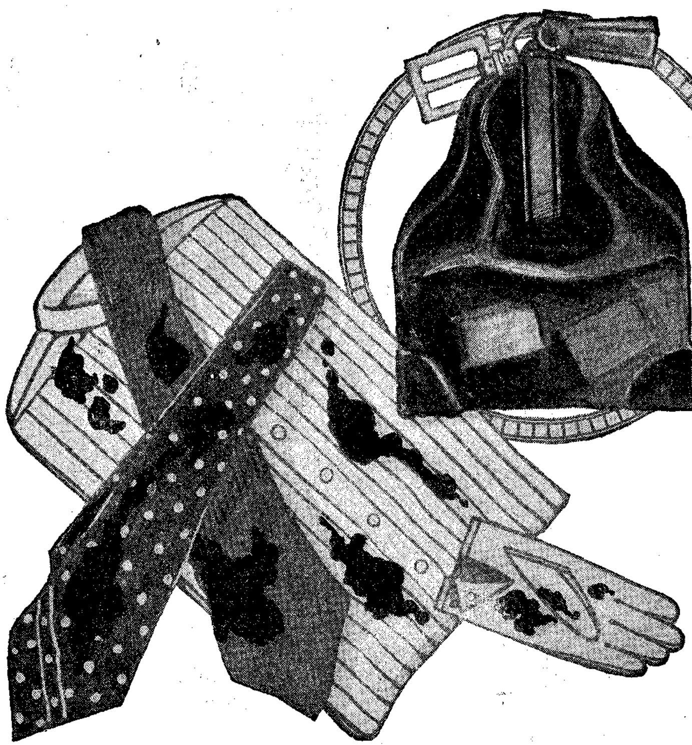

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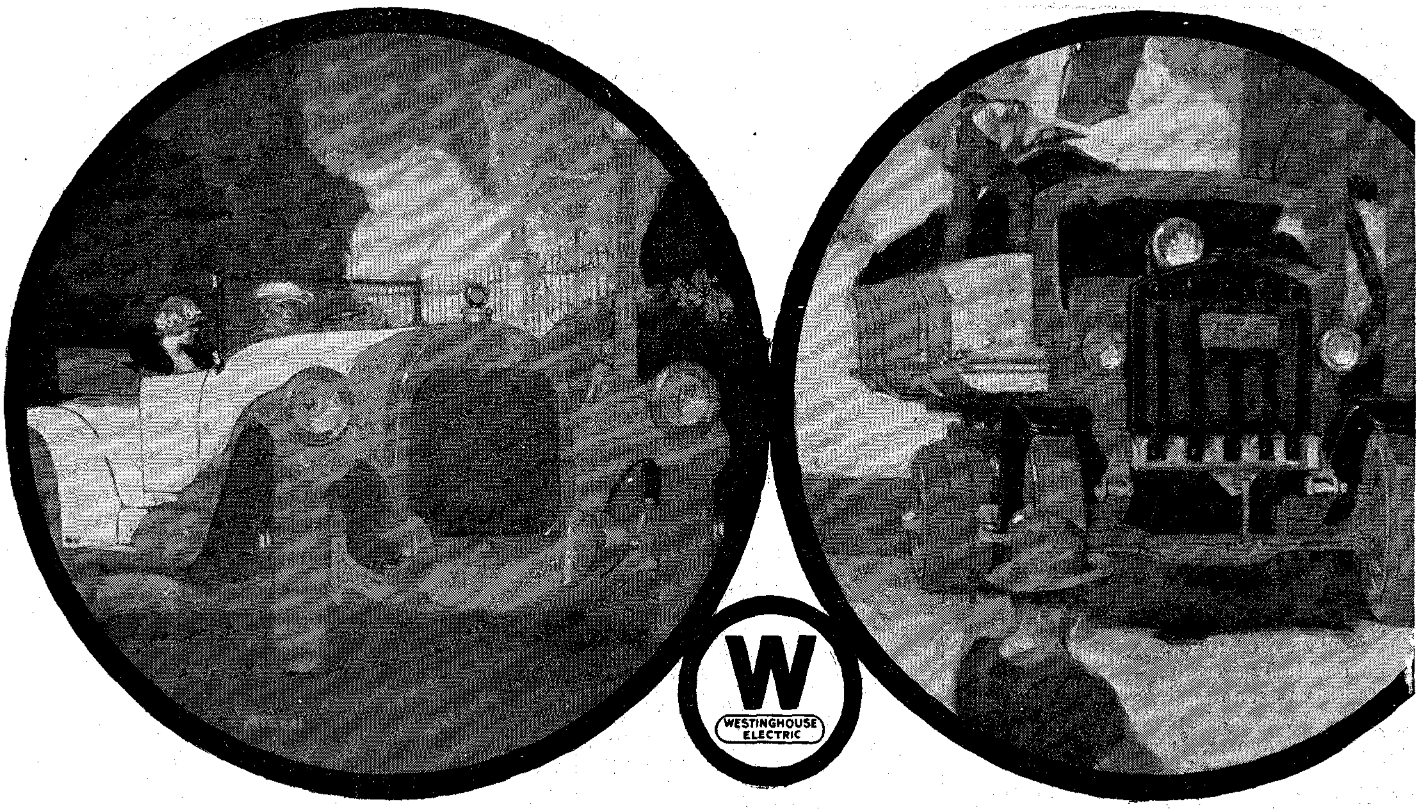

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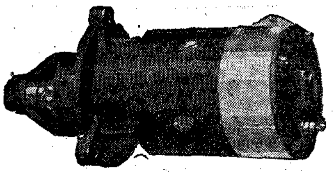
Thus does Westinghouse Electrical Equipment for the passenger car continue to maintain its preeminence.

To the designing and building of this most efficient equipment Westinghouse has brought both long experience in producing practically every kind of electrical apparatus and the skill of engineering specialists in automobile starting, lighting and ignition.



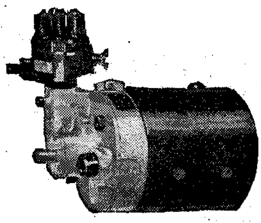
Westinghouse Starting Motor, out board flange mounting.

For TRUCK

It is only a few years since truck builders and owners seriously questioned the advisability of electric starting and lighting for commercial vehicles.

Today twenty-four truck manufacturers have adopted Westinghouse Electrical Equipment. Why? Largely because the reliability of Westinghouse Equipment proved that generators and starting motors could be made to endure the ordeal of truck service and, when so made, were a big factor in saving time, cutting fuel bills and reducing hazards.

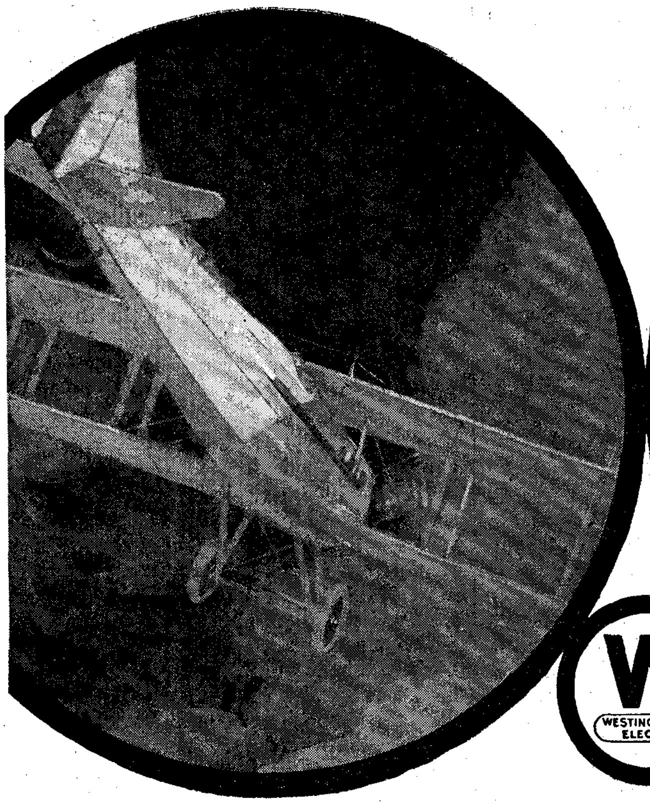
Westinghouse Equipment for trucks is made with full regard for the severe requirements it must meet. Extra heavy conductors reduce the possibility of burnouts. Wires are so insulated and treated that they cannot work loose, and the insulation will withstand engine temperatures indefinitely. All parts are snugly enclosed and little attention is required.

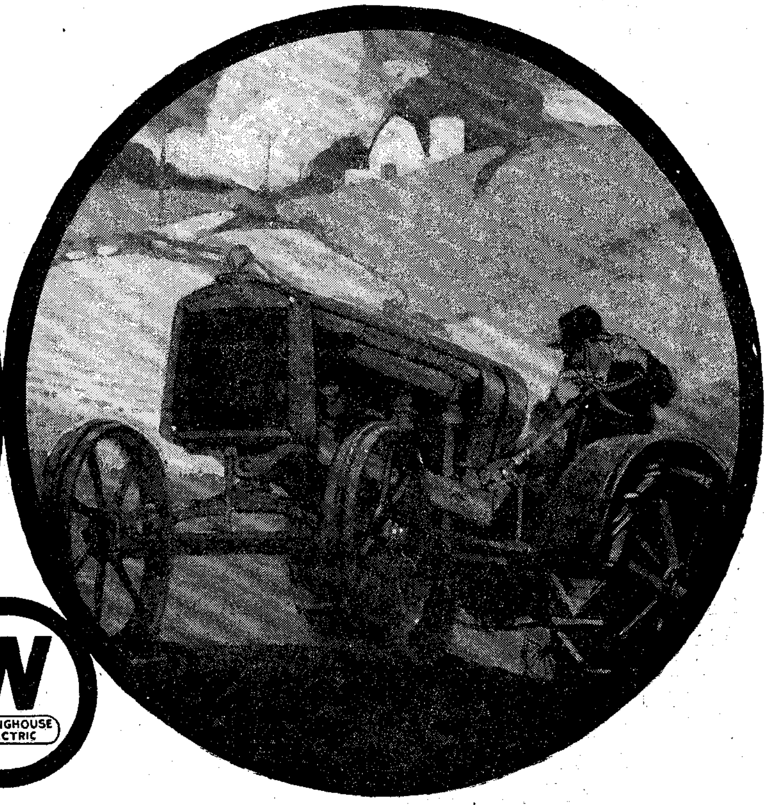


Westinghouse Ignition and Lighting Generator with Distributor Head.

Westinghouse

ELECTRICAL EQUIPMENT FOR AUTOMOTIVE VEHICLES





For PLANE

No automotive vehicle requires more carefully designed and constructed parts. Different as are the needs of the airplane from those of car, truck and tractor, Westinghouse has been able to meet them with both electrical and non-electrical products.

Moreover, Westinghouse offers to the airplane industry the services of trained engineers and the resources of a great manufacturing institution for further development in this field.

A noteworthy Westinghouse contribution to the science of aviation is the Bakelite Micarta Propeller.

Stronger than wood and considerably more efficient, unaffected by climatic conditions and with other advantages, Bakelite Micarta Propellers have set a new standard.

It was one of these that carried Major Schroeder on his record-breaking flight to an altitude of 36,000 feet.

For TRACTOR

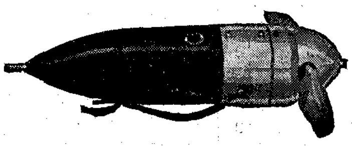
Still in its infancy, the application of electric starting and lighting to the farm tractor presents possibilities that must sooner or later be fully achieved.

In this, no less than in the other automotive fields, Westinghouse will be found at the forefront of electrical development.

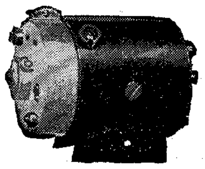
Westinghouse Generators and Starting Motors, providing the current for bright lights and easy starting, extend to a considerable degree a tractor's usefulness at the same time that they make operation less laborious.

Moreover, Westinghouse Electrical Equipment for Tractors has that essential ruggedness more necessary here than in the case of any other automotive vehicle.

WESTINGHOUSE ELECTRIC & MFG. CO.
Automobile Equipment Department
General Sales Office: 110-114 West 42nd St., N. Y. C.
Works: Newark, N. J., and Springfield, Mass.



Westinghouse
Aeroplane
Radio Generator
with propeller
and tail-piece.



Westinghouse
Lighting
Generator.

Westinghouse

ELECTRICAL EQUIPMENT FOR AUTOMOTIVE VEHICLES

ting-out" pier, a structure 1,000 feet long, 100 feet wide, with 35 feet of water at mean low water—the longest and finest pier on the river. Its cost was $785,000. At the outer end concrete caissons resting on footings sunk to a depth of 75 feet sustain the massive weight of the huge crane named "The League Island." This crane is a dominant landmark on the river-front, towering higher than an eighteen-story building and capable of lifting a fourteen-inch turret, with its guns in place, out of a battle-ship and placing it if necessary at a height greater than that of the Brooklyn Bridge. An idea of the strength and capacity of this million-dollar lifting device, the largest crane in the world by more than 100 tons, is afforded by the fact that on test it lifted a load of 440 tons and swung it over more than a 100-foot radius. It will also handle 50 tons at 190 feet from center. Its cost was approximately $850,000. He goes on:

"Continuing westward along the river-front we see something of the big scale of what may be called 'The New Yard,' which is to be devoted primarily to ship-building. The new dry dock, now in process of construction and about 60 per cent. complete, much resembles a section of the Panama Canal. Its depth and width are equal to the locks of that great waterway, and the railroad tracks along the top, the concrete-mixing plants, derricks, cranes, shovels, and chutes all help to heighten the impression. This dry dock will take any ship that can pass through the locks of the Panama Canal; that is, a vessel 1,000 feet long, 110 feet beam, with 43½ feet over the sill at mean high water. It is being constructed under unusually adverse conditions, owing to the large amount of water encountered in the excavation. It has been necessary to enclose the dock in a box of sheet-steel piling with intermediate cross-walls to keep the water out. The dock contains 200,000 cubic yards of concrete. The pump well is 200 feet long and 50 feet wide with a depth below the ground of 90 feet. The cost, including two 50-ton traveling dock cranes, will be $6,500,000. The only other dry docks of equivalent dimensions are the ones at Boston, Norfolk, Panama, and San Francisco.

"Still farther to the west are the two new steel shipways, as large as any of their kind in the world, intended as they are for the building of two of the great battle-cruisers, upon which work is about to begin. These cruisers, 875 feet long over all, will be about 25 per cent. longer and heavier in displacement than any vessels ever before constructed in this country. The extreme height of the steel superstructure of these building slips above the ground is 180 feet. Each slip is provided with 10-ton cranes spanning half the width of the slip and a 40-ton crane spanning the entire slip. The crane rails for 40-ton cranes are 135 feet, and for the 10-ton cranes 152 feet above the ground. The crane-runway superstructure is now being extended to its full length of 1,000 feet, and a light crane runway will be carried out over the ground at the head of Slip No. 3, to handle bulk-heads and other fabricated material. The cost of these slips with crane-runway extension, including keel blocking, will be $2,800,000.

"Alongside of these slips extend the glass walls of the new structural iron shop, a building 700 feet long and 300 feet wide, and including a structural shop and smithery. The most westerly bay has a second story to provide a mold loft 700 feet long and 100 feet wide. Material will come in at the water-front end, pass through the shop, and go out at the north end, directly to the ship-building ways. The cost of the building and cranes was $1,835,000; machine-tool equipment and foundations, $955,000—a total of $2,790,000."

WAR AND COLD STORAGE

AMONG the agencies that "won the war," or aided, the cold-storage industry surely deserves mention. Without it the wholesale provisioning of the over-seas armies by the United States would have been impossible. I. C. Franklin, specialist in storage of the United States Bureau of Markets, writes in *Distribution and Warehousing* (New York) that just prior to our entrance into the war a survey was made of the amount of cold-storage space in operation. For the purpose of this survey a cold storage was considered a structure in which a temperature of 45° F. or below was maintained, and in which stocks were stored for thirty days or longer. It was shown that we had approximately 475,000,000 cubic feet of such space, and that there were about 125,000,000 cubic feet of this grand total that were utilized for freezing temperatures. There have been some increases since. It is most fortunate for this country and the world's affairs, Mr. Franklin thinks, that the cold-storage industry existed in this magnitude. He writes:

"During the fiscal year ending June 30, 1919, we sent over to France 373,140,000 pounds of fresh frozen beef. During this period the total of beef, fresh, frozen, corned, and cooked—these two latter placed in cans—bacon, ham, salmon, and cheese amounted to 677,600,000 pounds, so that more than half of the meat subsistence for the Army was supplied through the cooperation of the freezer storages in preparing frozen beef.

During this period every meat-canning factory in the country was being operated to its maximum capacity, 100 per cent. of its output being utilized by the War Department for subsistence purposes, so that had we not had the large freezer facilities available, we would not have been in any manner in a position to have coped with the large problem of army subsistence. The meat component of the army subsistence is the most important item of the entire list.

"During the war the losses at sea for fresh beef were 1,022,000 pounds, and of the total of the meat component approximately 8,500,000 pounds. In addition to the beef that was sent over to Europe for the use of our Army, the bulk of the beef utilized by the Allied armies came from this country.

"This then threw almost the entire load on to the production of the United States. This placed an abnormal load on the cold-storage houses, and in August, 1918, the load became so heavy that the freezing temperatures had risen from 0 to 5 degrees to 16 to 18 degrees throughout almost all the freezer space east of the Missouri River and north of the Ohio. This means that the period for freezing was lengthened from seventy-two hours to about two weeks.

"It was, therefore, agreed that a cold house built for rapid movement, and with large and adequate freezing facilities, would be erected at one of the Western producing points, and the storage-house at Chicago, known as the United Cold Storage, was constructed. An increase of the capacity was built at the Bush Terminal docks in Brooklyn, and a contract was let for other increases, which contract was terminated by the signing of the armistice, the work never having proceeded further than the agreements reached.

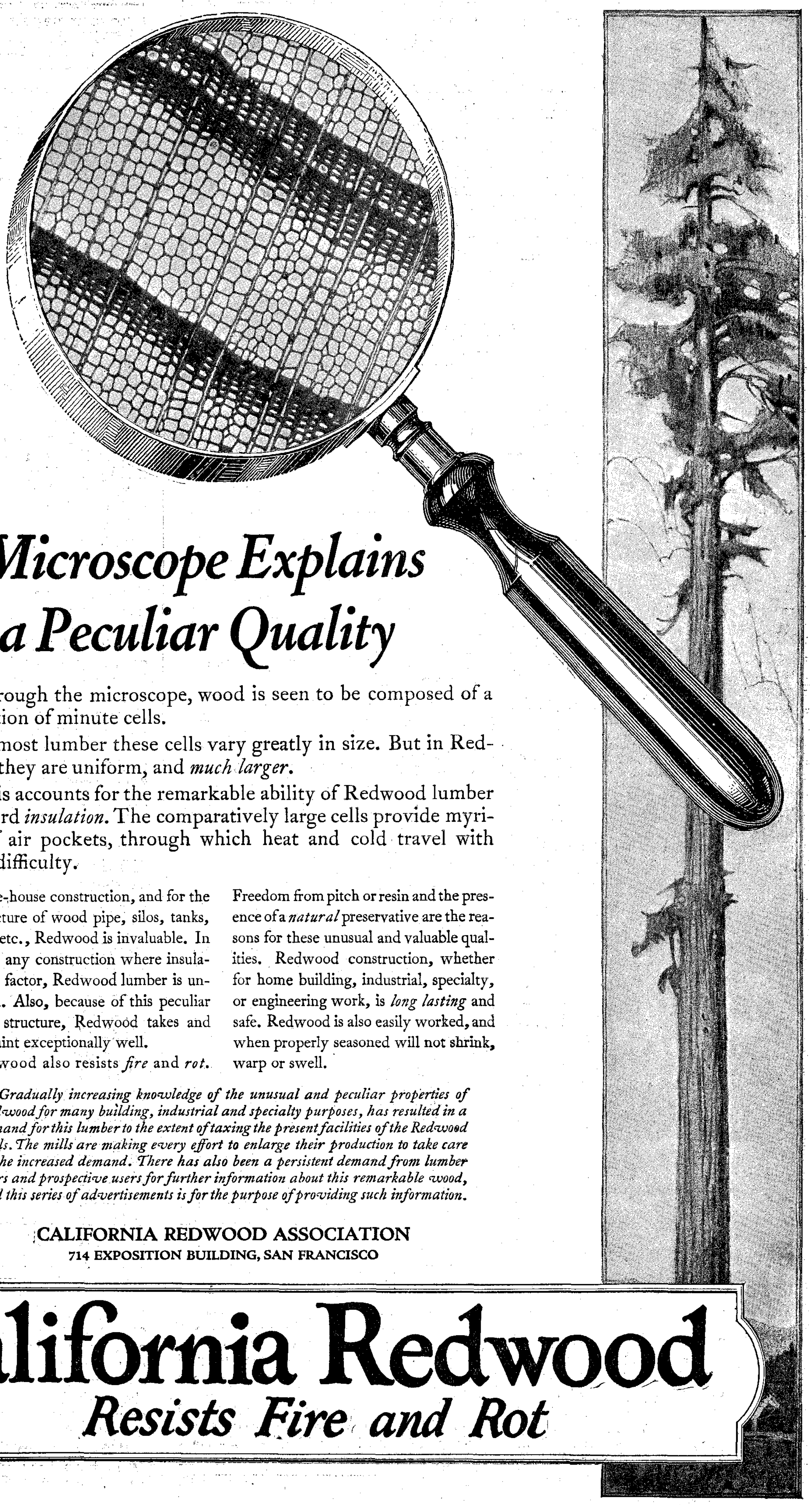
"The cold-storage industry is so vitally connected with the general distribution system of perishable products that it was thought wise some time ago to develop the facts of the magnitude of the stocks held for the benefit of the distributing system. There are many who believe that our marketing systems are all right, that God is in his heaven and all's right with the world, and that nothing should be disturbed. There are others who believe that the whole thing is rotten and should be destroyed, root and branch. Those who recognize the great good in our systems desire only correcting influences that will portray whatever faults exist so that our forces within the marketing systems themselves may apply the remedy; that the common sense and common judgments of men will see the benefits derived from fair pictures of all facts and will correct the faults. The latter position in the main discloses the essence of the belief and policy of the Federal Bureau of Markets, and is largely explanatory of the news services and reporting functions which that Bureau has developed. One important instance of this is the report issued monthly of the holding of cold-storage stocks.

"It is the belief that the market fluctuations are largely due to the effect on the market of the opinions as to the magnitude of the stocks of surplusages.

"In the beginning of this work it was found necessary to compile a list of the cold-storage houses. The Ice and Refrigeration Blue Book contained the names of all the persons who operated refrigerating machines, and an attempt was made by them to designate the cold-storage houses; but this publication had not been brought up to date, and consequently was incomplete. The railroads were asked to compile lists of all of the cold storages on their rails. It was recognized that this would not secure all of these firms, and so all of the township tax-assessors were asked to compile lists within their jurisdiction. Next all commercial associations were asked to give lists within their territory. State food and drugs officials and utilities commissions in the various States were requested for lists within their jurisdiction, and finally State cold-storage associations were requested to help, and they all made replies.

"It was found that there were approximately fifteen hundred such firms in the United States, including cold-storage houses, public and private, and meat-packing establishments that held foodstuffs in their rooms for thirty days at a temperature of 45 degrees or below. After the list was compiled, the reporting of the stocks of apples, meats, poultry, eggs, butter, and fish was begun.

"The cold-storage industry was represented in the Food Administration by Mr. Frank A. Horne, a man who has spent his



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Through the microscope, wood is seen to be composed of a collection of minute cells.

In most lumber these cells vary greatly in size. But in Redwood they are uniform, and *much larger.*

This accounts for the remarkable ability of Redwood lumber to afford *insulation.* The comparatively large cells provide myriads of air pockets, through which heat and cold travel with great difficulty.

In ice-house construction, and for the manufacture of wood pipe, silos, tanks, flumes, etc., Redwood is invaluable. In fact, for any construction where insulation is a factor, Redwood lumber is unexcelled. Also, because of this peculiar cellular structure, Redwood takes and holds paint exceptionally well.

Redwood also resists *fire* and *rot.* Freedom from pitch or resin and the presence of a *natural* preservative are the reasons for these unusual and valuable qualities. Redwood construction, whether for home building, industrial, specialty, or engineering work, is *long lasting* and safe. Redwood is also easily worked, and when properly seasoned will not shrink, warp or swell.

Gradually increasing knowledge of the unusual and peculiar properties of Redwood for many building, industrial and specialty purposes, has resulted in a demand for this lumber to the extent of taxing the present facilities of the Redwood mills. The mills are making every effort to enlarge their production to take care of the increased demand. There has also been a persistent demand from lumber users and prospective users for further information about this remarkable wood, and this series of advertisements is for the purpose of providing such information.

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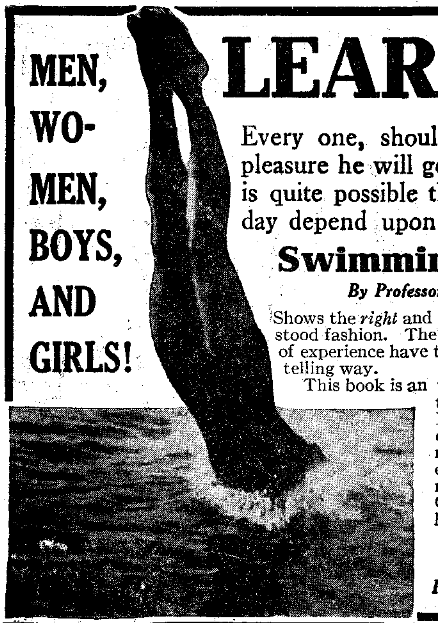
Resists Fire and Rot



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Every one, should know how to swim, not only for the pleasure he will get out of it, but also for safety's sake. It is quite possible that his life, or some one else's, may one day depend upon his ability to act skilfully in the water.

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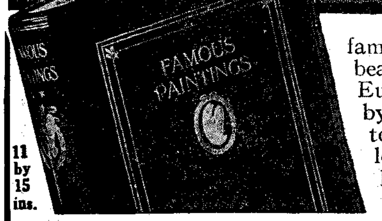

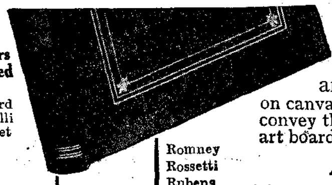

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SCIENCE AND INVENTION

Continued

life in the practical operations of a cold-storage warehouse. The regulations placed upon the cold-storage industry were in the main developed by him with the assistance of an advisory committee from the industry, and the industry has found that these regulations were beneficial to the business.

"Reference must be made to the condition of our refrigerator-cars. They have had three years of extremely hard service. Labor has been short, and only the most necessary repairs have been made so that now there is a larger percentage of cars than during normal times with defects which might cause losses unless they are guarded against.

"Most of these defects are probably around the doors, and men who have to deal with such things should warn their people to protect products requiring low temperatures by rejecting cars needing greater repairs than can be made on the moment and by watching that doors fit tightly.

"No car should be sent out unless examination has been made showing that the drip trap is in place, and, above all, cars used for moving frozen products should be iced a sufficient time beforehand to assure a proper condition in the cars. Every effort should be put forth to save foodstuffs now perhaps more particularly than at any other time in our history.

"None of us has ever lived in an age of such large economic, social, and industrial importance as the one we are now in. Men have varied judgments as to the solution of these problems. No one knows what the outcome will be, nor what remedies will be applied. It is a time for an abiding faith in right and justice. It certainly is a time for accomplishment, for applied energy, and for work."

DOUBTS ABOUT THE MARTIANS

If there are Martians, what is the chance that they resemble men and women in any way? Infinitely small, thinks Hudson Maxim, who backs his opinion with argument in a letter to *The Scientific American* (New York). They might equally well, he says, be like straddle-bugs or moles, and persons who talk gravely about "communicating" with them by signals are on a par, according to Mr. Maxim, with those who try to get spirit messages across to the other world—all of which may be regarded as favorable or unfavorable criticism according to the reader's degree of agreement or disagreement with Sir Oliver Lodge and his disciples. Evolution, Mr. Maxim reminds us, is a slow process, and its progress is interrupted or diverted by very slight causes, so that it is unlikely that its current will reach the same point in any two instances. He writes:

"A good deal has been said lately about communicating with Mars. It seems to be a pretty general assumption that Mars must of necessity be inhabited by people like ourselves, and that, Mars being older than the earth, its human inhabitants are consequently much more highly developed and enlightened.

"Many believe that the inhabitants of Mars have been trying to communicate with us for many thousands of years, and

SCIENCE AND INVENTION
Continued

that they are now eying us from their watch-towers expecting some sign.

"Now, while it may be possible that Mars is inhabited by some sort of creatures, they could not by any possibility be like ourselves in any essential respect. They are just as likely to resemble straddle-bugs, spiders, or ground-moles as they are to resemble us.

"Mars is much smaller than the earth; its atmosphere is much lighter; it must have cooled off much more quickly than the earth; the action of the elements upon it must have been vastly different from that of the elements upon the earth, and changes took place upon it with far greater rapidity, so that there was not sufficient time for the slow evolution of various species of animals upon it of such high types as we have upon the earth. Evolution is a very slow process. It is so slow that it keeps pace exactly with the physical changes that take place in a planet itself.

"For these reasons alone it would be utterly impossible for human beings like ourselves to exist on Mars."

But this is not all. It was doubtless by the merest chance, Mr. Maxim thinks, that there happened to be any human race upon the earth. Had the snapping jaws of some primordial alligator not happened to miss some old ape-ancestor of ours, the line of evolution might have been broken or its course diverted, and the human race never been developed. He goes on:

"Had a decisive battle between some families of apes ended differently, no human being might ever have been born.

"Had it not been for the peculiar kinds and sequence of ice ages upon the earth in recent geologic time, there would have been no human race.

"Had it not been for the high, treeless, Asian plateau in a temperate climate, where herds of cattle, horses, sheep, and swine could roam and thrive, the arboreal ape never would have climbed down from his tree-home and taken to the plains and developed thumbless feet in the hunt, and finally would never have learned to herd and rear the wild animals, and thus become a shepherd race of human beings.

"Again, had there not been that peculiar distribution of seas, lakes, and rivers in Europe, the present high intellectual development of the Nordic race is not likely to have occurred.

"Had Attila won the battle of Châlons, London and Paris to-day would probably be mere villages of half-naked savages, whose inhabitants would not be interested in carrying on a conversation with the inhabitants of Mars.

"Those who purpose lighting huge signal-fires to attract the Martians, or to reach them by wireless messages, if they want to get results to convince the public, should emulate the methods of those who are now telling us of messages received from the spirit-world.

"Ghost-land is as likely to be inhabited with beings who want to communicate with us as is Mars. As a matter of fact, the chance of there being inhabitants on Mars like ourselves, or inhabitants with whom we could communicate by signal, is so small that the infinitely little would look like a mammoth beside it.

"If one were to take a form of printer's

ONE WAY
to down dandruff

DANDRUFF is perhaps the hair's commonest enemy. Dandruff bides its time. It gives mighty little warning. Some fine day you wake up to the fact that your hair is actually guilty of desertion.

Of course, there's really no excuse for giving aid and comfort to our hair's natural enemy, dandruff, nowadays—with active, vigilant Packer's Tar Soap on guard.

Finger-tip the thick, pine-fragrant lather right down into your scalp. Knead it in with a will.

This approved method, if persisted in, will not only check dandruff, but will also keep your scalp pliant and nourished, giving it an opportunity to sustain healthy, young-looking hair years from now.

Isn't "now" the *best* time to start a systematic drive against that insidious enemy of scalp health and hair peace—dandruff? Send 10c for sample half-cake.

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PACKER'S LIQUID TAR SOAP, delicately perfumed, cleanses delightfully and refreshes the scalp—keeping the hair soft and attractive. Liberal sample bottle 10 cents.

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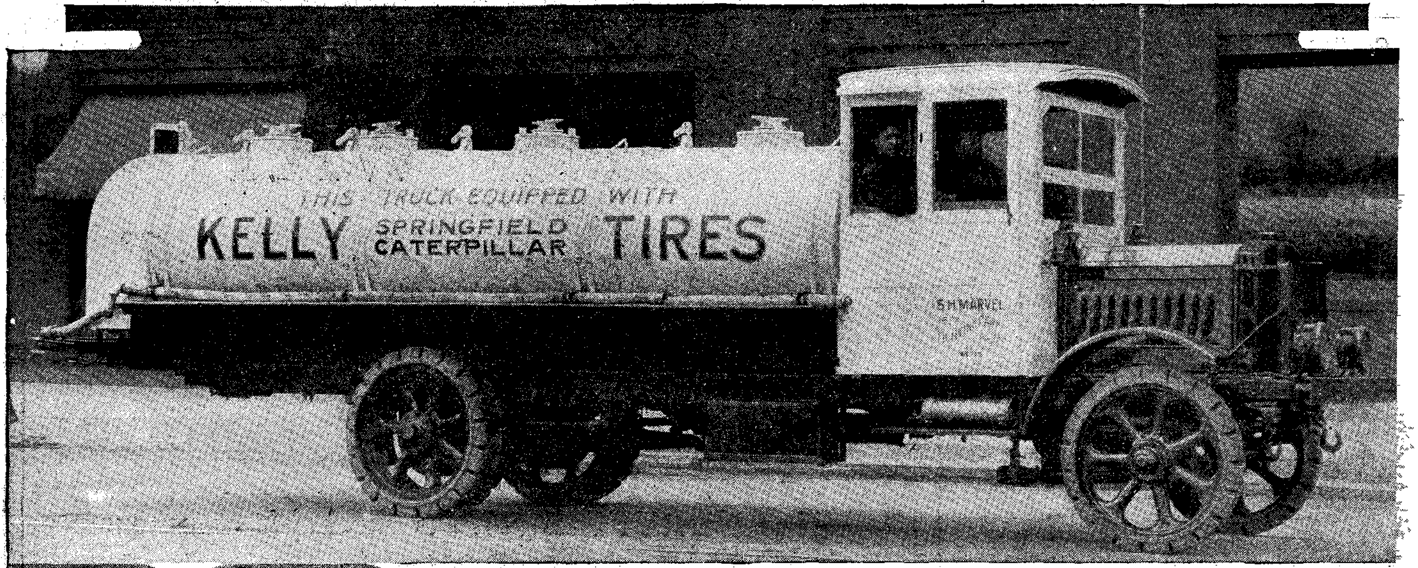
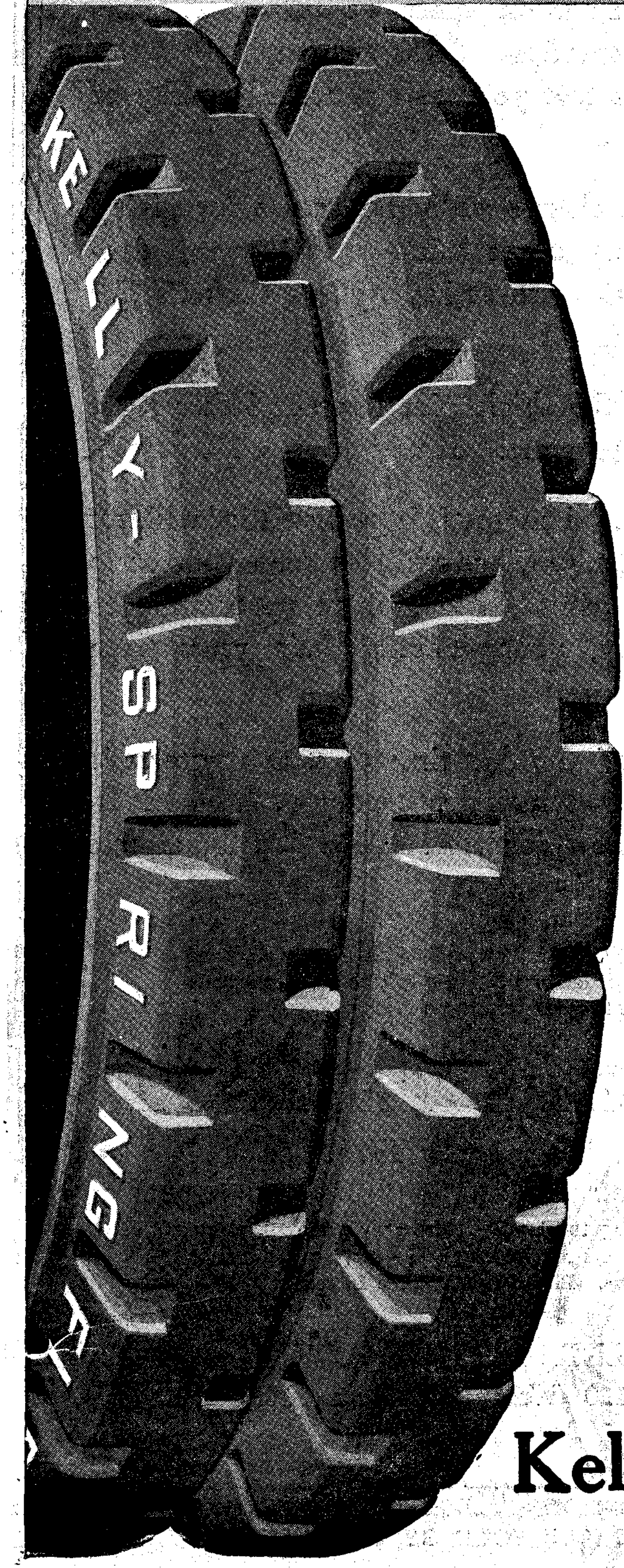
PACKER PRODUCTS ARE SOLD BY DRUGGISTS EVERYWHERE





The tank truck pictured is one of the largest in operation in the gasoline industry Its length over all is 26 feet 11 inches and its weight loaded is 21,100 lbs. It is owned by the Hunting Park Garage of Philadelphia, and is equipped with 36 x 7 Caterpillars on the front wheels and 36 x 7 dual Caterpillars on the rear.

Every time a truck goes over a bump in the road the engine and chassis suffer—unless the tires are resilient enough to take up the shock.

Ordinary solid tires can't break the force of the blow much. They have neither a sufficient volume of rubber nor the ability to expand and contract quickly. There is only one steel base, pressed-on tire that has—the Kelly-Springfield Caterpillar.

Its great volume of rubber, together with its patent-protected system of side vents—an exclusive Kelly-Springfield feature—enable it to absorb bumps and shocks that the ordinary solid tire merely passes along. And it gives mileage that it would be unreasonable to expect from any other type of tire.

Kelly-Springfield Tire Co.
New York, N. Y.

SCIENCE AND INVENTION

Continued

types, set to print the Lord's Prayer, throw it into pi, and then throw it back again upon the galley, there would be as much chance of the types falling back into their proper places to print the prayer without an error as there is of there being inhabitants on the planet Mars with whom we might by any possibility communicate."

MYTHS ABOUT MICROBES

THE plain facts of science are so marvelous that the uninstructed have no difficulty in believing also much that is far removed from the realm of actuality. Microbial mythology is dealt with in a recent editorial note by *The Lancet* (London). There is, perhaps, says the writer, no well-established fact which the laity finds more difficult to grasp or to believe than that bacteria are present, sometimes in immense numbers, on every particle of material substance with which we come into direct contact. He continues:

"The failure to grasp this has sometimes a material consequence. How often have we not seen even trained persons sterilize an instrument and then undo their work by touching it with the unclean hand. The immaterial consequences which may flow from the inability to conceive how wide-spread is the distribution of bacteria are more difficult to define; the direction of a man's thought may be influenced by his proneness to accept as proved statements which the most elementary knowledge would show to be improbable. If an announcement were made in a reputable scientific journal that living spores had been found in an Egyptian mummy, and the conclusion drawn that the spores had lain dormant a couple of thousand years, we should be entitled to doubt the accuracy of the observation; we should remember that it is difficult to take a sample of any substance without introducing one or two extraneous organisms. The observation would have to be made repeatedly and by more than one competent technician before we should be expected to accept the statement. The difficulties of avoiding contaminations are ever present to the bacteriologist, and they breed a healthy skepticism of any 'marvelous' results. The solution of problems of vital philosophical importance, as, for example, the question of the spontaneous generation of life, has depended upon the satisfactory avoidance of accidental contaminations. We are led to make these rather platitudinous remarks after reading a leading article in *The Daily Telegraph* of April 13, in which the 'Immortality of Microbes' is discust in an agreeably discursive way. A thin and tenuous web of fancy is spun round the reported discovery, to which our Paris correspondent also calls attention this week, by a French *savant* of living microbes in amber. It would be a breach of good manners, and would expose us to the horrid charge of lack of a sense of humor to subject such a pleasantly written essay to sober criticism. We content ourselves with expressing doubt as to the existence of these million-year-old microbes, and to pointing again to the possibility of contamination with organisms born but yesterday. The popular sense of wonder at the beauties (and the horrors) of nature demands satisfaction, sometimes in a grotesque and sometimes a refined and literary form which our newspapers supply. The solid satisfaction which comes from exact knowledge must be preceded by close and hard study, and is enjoyed by the few."

SALARIES FOR COLLEGE STUDENTS

HARVARD students of engineering will hereafter be able to earn salaries at the same time that they are taking part of their college course. During the junior year a plan, already successful at the University of Cincinnati and to some extent at the University of Pittsburg, will be adopted, whereby students will be given an opportunity to combine classroom work with six months of active engineering practise and industrial training, for which they will receive pay. The new plan will be inaugurated in June and will apply to mechanical, electrical, civil, sanitary, and municipal engineering. Every student who wishes to take the industrial training work will spend half his time during his junior year working in industrial or engineering plants within easy reach of Cambridge, says a writer in *The American Machinist* (New York):

"A schedule has been arranged which will enable these men to secure the full amount of regular classroom instruction and also to spend three separate periods of two months each in the industrial work. . . . . . .

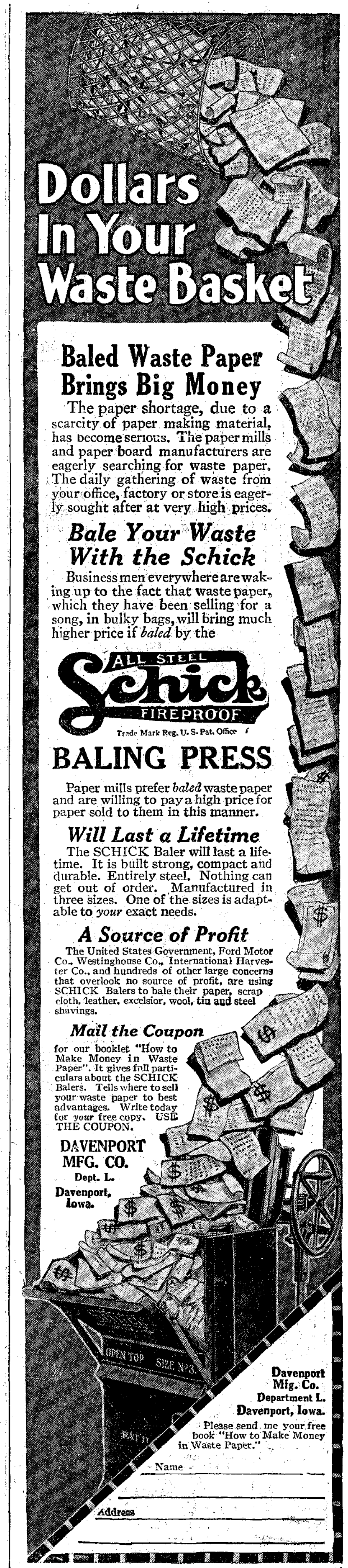
"The plan has received the support and encouragement of the Associated Industries of Massachusetts, comprising some 1,400 industrial and engineering concerns.

"It is expected that the students who go into this work will be paid current wages for the periods in which they work in the plants and that they will be able to earn sufficient money to pay their expenses during these periods, so that the experience, if not actually profitable, will at least not be a financial burden. The plan will be optional on the part of the student.

"Students will be placed in industrial plants, engineering works, and public service companies. They will be engaged in the making of steam- and gas-engines and auxiliary machines, of electrical machinery, of textiles, of rubber and leather goods, of paper and paper-pulp. They will be employed by railroads, traction companies, and contracting firms, and will work in foundries, machine-shops and electric light and power plants."

Prof. Hector J. Hughes, chairman of the administrative board of the engineering school, is quoted as explaining the purpose and development of the new plan as follows:

"One of the first problems which the staff of the new engineering school set itself to solve was to find an effective way of getting the new school and its students into closer relations with industrial and engineering work before they graduate. The need for such relations has been increasingly evident in the past few years. The object of such coordination is manifold: To stimulate interest in the classroom work; to keep the teaching staff well informed of the needs of industry and how to train engineers to meet them; to give the students some intimate knowledge of the great prob-



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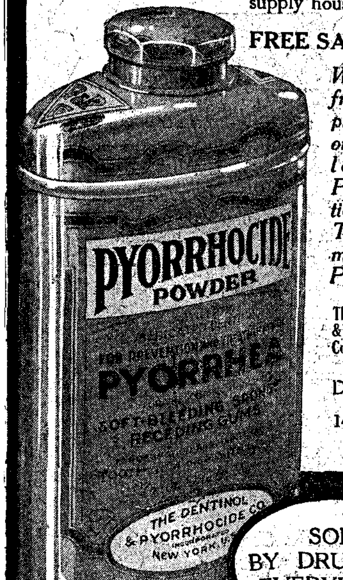
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SCIENCE AND INVENTION

Continued

lems of labor and industry which they have to meet after they graduate, and thus to anticipate to some extent the period of initiation which all students must go through the better to fit them to begin their careers; to give them an opportunity to discover how intricate and interesting the basic industries are and to what extent scientific knowledge may be used in work which is too frequently looked upon as non-technical: in other words, to find out how many kinds of careers are open to technically trained men and how wide is the opportunity for such men. Another object of the new plan is to stimulate the interest of the industries themselves in adaptation to their special needs of education in engineering. . . . . . .

"The most promising solution of this problem seemed to the staff to lie along the lines of the highly developed and successful plan of industrial cooperation which was initiated by Dean Schneider at the University of Cincinnati and has been carried on there so successfully for many years, and has been applied in a modified form to the University of Pittsburg also. This plan has been modified still further to meet the different conditions and needs at Harvard. It is significant that other universities are now moving in the same direction, and within only a few days a large movement has been inaugurated to put such a plan ultimately into effect in most of the large technical schools."

OLD-FASHIONED PIERS FOR NEW YORK

CONTRACTS have been let for millions of dollars' worth of piers on Staten Island, New York City, which those interested assert will be old-fashioned, out-of-date, and utterly inadequate for their purpose. *The Sun* warned its readers as long ago as last September that the erection of these structures, as planned, would be "an economic crime" and "indefensible folly." *Transfer and Storage* devoted a long illustrated article to the subject as far back as last October, in which it stigmatized the proposed piers as "ancient" and "devoid of modern methods." In September the New York Society of Terminal Engineers adopted resolutions urging the municipal authorities to instal modern freight-handling devices on the piers and to build and equip them so that cargoes could be loaded and unloaded with up-to-date mechanical devices, all of which, it is claimed, are impossible under present plans. Despite these efforts, the old plans remain unmodified, and, as noted above, contracts have been let for the first group of piers. *The Scientific American* comments editorially on this as follows:

"Unless the intelligent voters, the influential press, and the business interests of this city intervene, the Port of New York will be committed irrevocably to the construction of twelve new piers at Staten Island upon plans that are unbelievably out of date. Contracts were signed last week for six of these piers at a cost of $6,738,148, none of which will be wider than 130 feet and some of them only 125 feet in width. In this respect the new structures will be hampered by the same lack of spaciousness which handicaps the majority of the existing piers in this city. No provision is made for running freight-cars, either alongside the ships or into the sheds, and securing all the consequent economies in time and labor.

"Furthermore, the proposed docks are not provided with the modern, labor-saving, freight-handling equipment which is to be found in the spacious modern piers at rival ports such as Philadelphia, Montreal, and Halifax, and at the leading European ports like Liverpool, London, Antwerp, and Hamburg, where intelligence, vision, and foresight have been displayed to a remarkable degree in providing up-to-date transshipping devices, railroad facilities, and means of access for motor vehicles, as well as for sorting and storing of the cargoes of modern steamers.

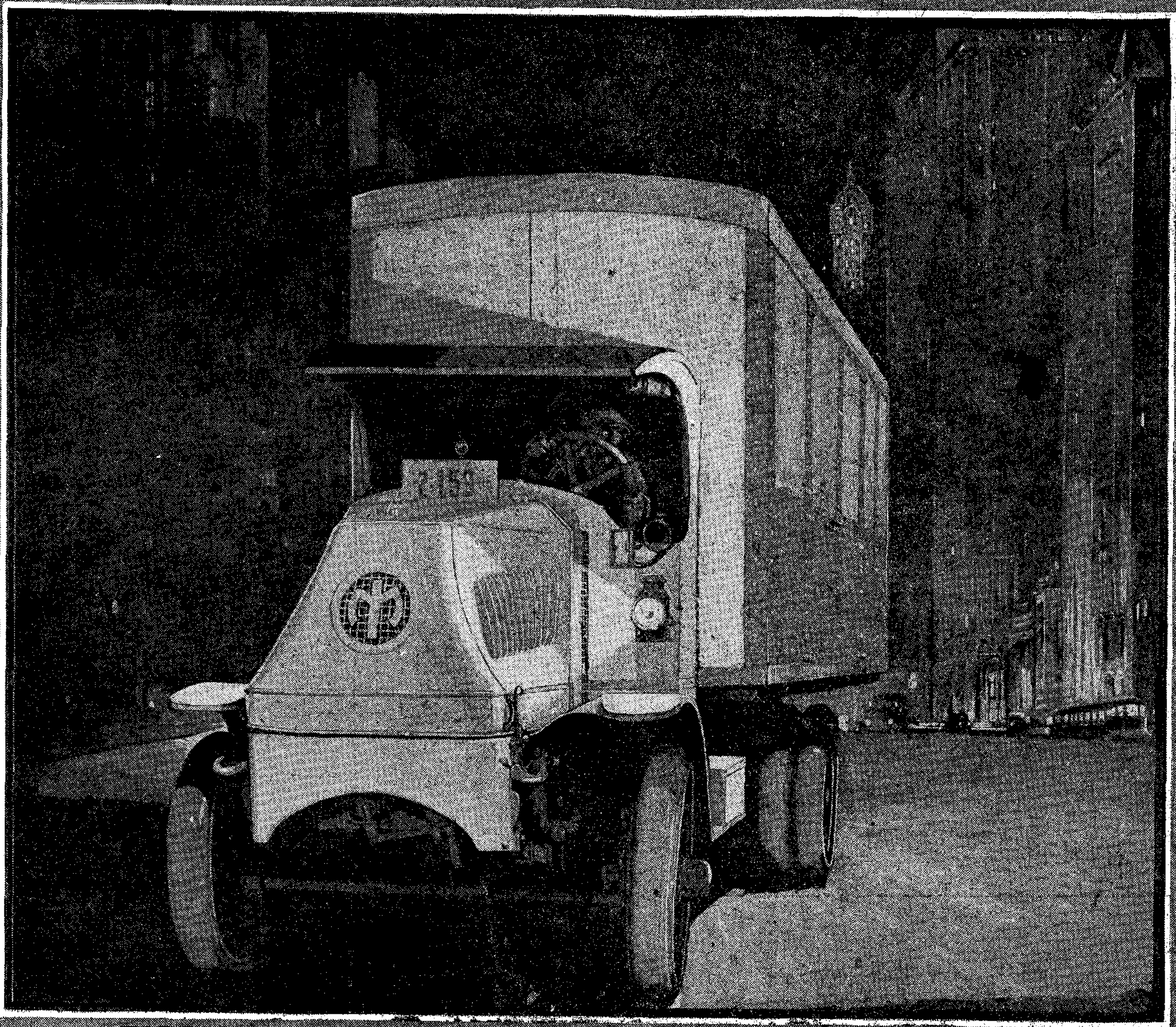
"The typical New York pier is a long and relatively narrow structure, with a pier shed, more often than not only one story in height, extending entirely across the pier, except for a narrow roadway between the shed walls and the string piece of the pier, to give access to the mooring-posts. At intervals along the walls are old-fashioned derrick booms of the kind that has been used from time immemorial. Enter one of these sheds and you will find them crowded with freight, with an all-too-narrow space down the center, into and out of which the loaded trucks squeeze their way to load or unload as the case may be. Conspicuous by its absence, either outside or inside the shed, is that ingenious freight-handling machinery which is such a conspicuous feature at the magnificent municipal docks at Philadelphia and other rival ports on this continent."

Even if the New York authorities were alive to the value of freight-handling machinery, they could not use it, the writer asserts, so limited is the space, so great the congestion. The marginal street outside the piers is continually crowded with teams, sometimes three and four deep, waiting frequently for hours to deliver or receive loads within the shed. He continues:

"Such conditions go far to explain why it is that frequently it costs as much to transfer freight at New York from train to ship as it does to ship it by rail from points situated hundreds of miles inland.

"How utterly out of date is the type of dock which so frightfully handicaps our city is shown by a consideration of the spacious and finely equipped Philadelphia docks. These are so broad that there is room for a standard-gage railroad-track extending the full length of the pier on each side of the shed, and for two more such tracks running through the center of the pier shed—four tracks in all. Thus freight from interior points can be loaded direct to the ship, or to any point within the shed, with all the advantages of sorting and classified storage which this implies.

"What makes the precipitate letting of these contracts doubly reprehensible is the fact that they have met with the practically universal condemnation of the engineers, the shipping experts, and the technical press of the city. The officials of the Dock Department not only have not sought but have deliberately flouted the judgment of the men who have made a study of port facilities, many of whom were engaged in



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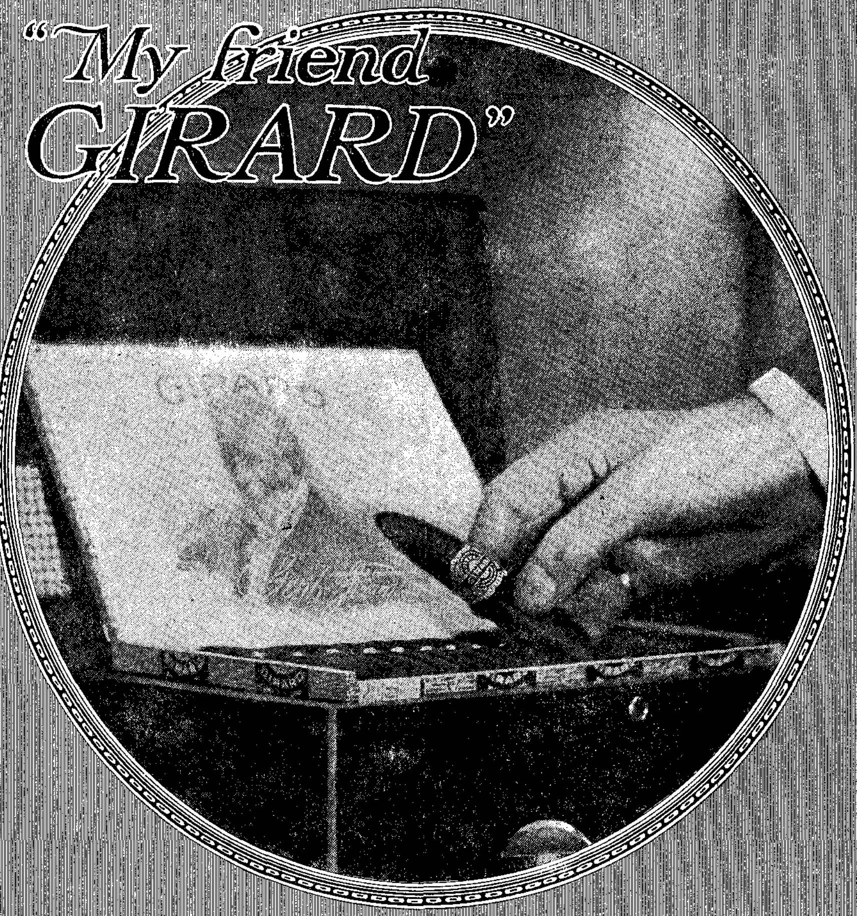

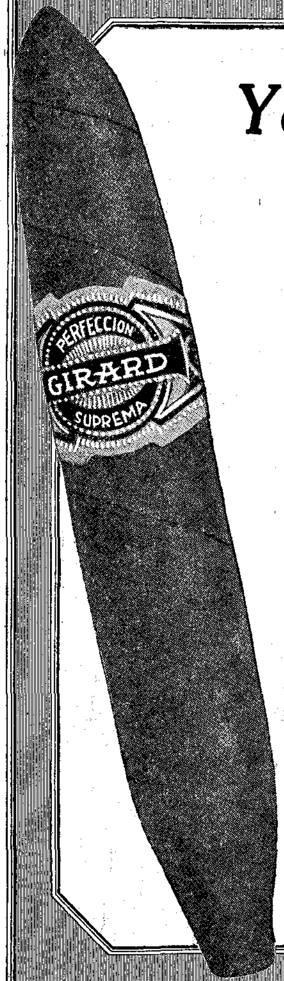

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SCIENCE AND INVENTION
Continued

designing and building the fine modern docks in France which so greatly facilitated the rushing of supplies to our army.

"Rarely has this city been confronted with a case of administrative ineptitude in the carrying out of public works which called so loudly for instant protest and strong corrective measures. There should be a combined demand by the business interests, the press, and all citizens who are concerned for the future of our city, that before any construction is undertaken the plans for these new piers be made public, and be subjected to careful consideration, with a view to bringing them in line with the latest and most approved construction."

TO HALT RETREATING DOLLARS

THE dollars that the farmer pays for his land are for fertile soil. When the fertility is gone, the dollars have gone with it. Sometimes they both wash away together, especially if the land lies on a slope. Some soil is deep, but there is a bottom to all of it, and many a farm has been ruined by soil-washing. In parts of the country where one sees tumble-down houses, roads choked with weeds, and a general absence of prosperity, it is a good guess that the soil has left the farms and left behind it only clay and stones. At any rate, such farms have passed their most useful stage on account of intensive use and erosion, and the farmers can no longer make a living on them. This, at any rate, is what we are told by John C. Matheny, writing in *The Missouri Ruralist* (St. Louis). Soil-washing can be stopt, Mr. Matheny assures us, and he tells how to do it. The corn-belt farms of the Middle West have not yet reached the sterile-hillside stage, and if the farmer takes Mr. Matheny's advice, they will never do so. He writes:

"At present many dollars are lost every year by soil-washing on every rolling farm. Timber has been removed and the grass sod broken up, and washing is becoming worse and worse as the supply of humus is becoming depleted and not replaced. This is a time, too, when fertility is most needed to make the farm pay, as land values, cost of production, and cost of living are so high. New methods must come into use to check this loss.

"There are several kinds of erosion and each needs to be attacked in a different manner. Big gullies or ditches must be filled with brush, straw or something similar, with stakes driven at intervals and left to collect dirt, or 'plowed in' by back furrowing toward the ditch for six or ten furrows on each side. Another method of stopping these is by building dirt or concrete dams with tile outlets through them with the opening near the top of the dam, allowing dirt to fill in behind the dam.

"Another type of erosion is sheet-washing. This is the type I shall consider mostly in this discussion. By sheet-washing is meant the washing away of top soil in heavy, dashing rains either over the

SCIENCE AND INVENTION

Continued

tire surface or in the beginnings of small llies. This ordinarily happens on long opes which need not be very steep. here this occurs, the soil which washes way is the richest of all. Often one big, ashing rain will carry away hundreds of ollars' worth of fertility.

"There are several practises which will nd to check this type of erosion. Among em are proper methods of cultivation, ldition of humus, growth of proper crops, e use of cover crops, and the building of rraces.

"One of the best preventives of soil-ashing is the terrace, usually called the angum falling terrace. Altho these terces have not yet come into general use in e corn belt, they have been used enough be found very satisfactory. They ave been successful also in the Eastern ates, where it has become imperative use some such method of prevention.

"All that is needed is a plow, a terrace ag, and a level with rod and chain. The rrace is called a falling terrace because it built around the slope, falling at a regar rate from the beginning to the outlet. he broad strip just above the terrace ovides a gradual incline for the water run through to the outlet, running owly enough to prevent erosion.

"This fact prevents the washing: The ater runs so slowly that the soil particles hich have been carried into the stream om between the terraces, settle to the ottom and no new ones are picked up. he terrace should be one to two feet high d eight to twenty feet wide to be most fective. If it is not high enough, the dge will work down too fast and form aces low enough to let the water run over heavy rains. One of the main reasons r a good width is to keep them from workg down too soon, but it also makes the ovement of implements over the terces much less difficult. The low, wide tch behind the terrace should be wide and vel for the same reason and to prevent e water from being very deep as it runs ong the terrace course. . . . . . .

"The number of terraces on each hillde should be governed by the length of e slope and the degree of the incline. here should be a terrace about every ur or six vertical feet, this of course aking them closer together on a steep ope. This is necessary because the water ill begin washing much more quickly on steep slope than on a more gradual slope. here the terraces are too far apart, the nount of water falling below one terrace d above the next is enough to start ashing before it reaches the drain above e terrace. . . . . . .

"After the first terrace is made, connue down the slope, making similar ones, t proper intervals, until the bottom of e slope is reached."

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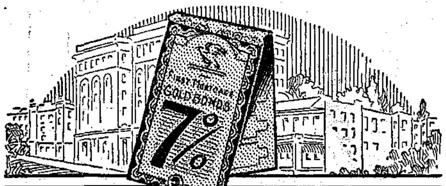

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INVESTMENTS • AND • FINANCE

A BANK'S ADVICE TO BUYERS OF FOREIGN BONDS

PROSPECTIVE purchasers of foreign securities, now advertised so freely as profitable investments, should go into the business with their eyes open, cautions the National City Bank of New York, in an article appearing in its magazine, *The Americas*, and reprinted in *The Commercial and Financial Chronicle* (New York). This is not advice against buying such securities, but an effort to explain certain important points to the prospective investor. For instance, internal bond issues of foreign governments and municipalities are said to stand on a different footing from what would be the position of external bond issues of the same countries, and purchasers incur certain taxation and currency perils. As the New York bank's writer explains this and other circumstances:

It is doubtful whether the average American who purchases a bond of one of the many internal European issues understands the profound difference between such a bond and an external security issued by a European government. There have been several examples of the latter, the Anglo-French loan being the one with which the public is perhaps most familiar. In such a loan the fact that it is to be sold to investors who are not citizens of the borrowing country is definitely understood, and clauses are inserted for the protection of alien purchasers from the effects of any laws which the borrowing nation might conceivably pass in its dealings with its own citizens.

In purchasing most of the internal European securities, such as make up the largest part of the buying movement now in full swing, an American places himself on exactly the same footing as a citizen of France, Great Britain, Italy, or whatever country issued the bonds. Should the country in question decide that the quickest means to a sound postwar economy should be through the exaction of a tax on capital amounting to, say, 50 per cent., the American could not look to his Government for the protection of his interests, because he would, in fact, have no interests involved that would be different from a citizen of the nation which ordered the tax levy.

There are two main points for an American to bear in mind when contemplating the purchase of these bonds—taxation and currency problems. Several of the former belligerents are so far from a gold basis and have issued such vast amounts of paper currency against the thinnest of gold reserves that it would hardly be surprizing if some revolutionary step should be decided upon to bring a restoration of more normal conditions. If it should seem wise to the statesmen of a European nation to reduce the theoretical conversion value of the currency by one-half, the value of these internal securities would be cut in two, while the effect on the external issues, which are expressly stated to be payable in gold or its equivalent, would probably be immaterial.

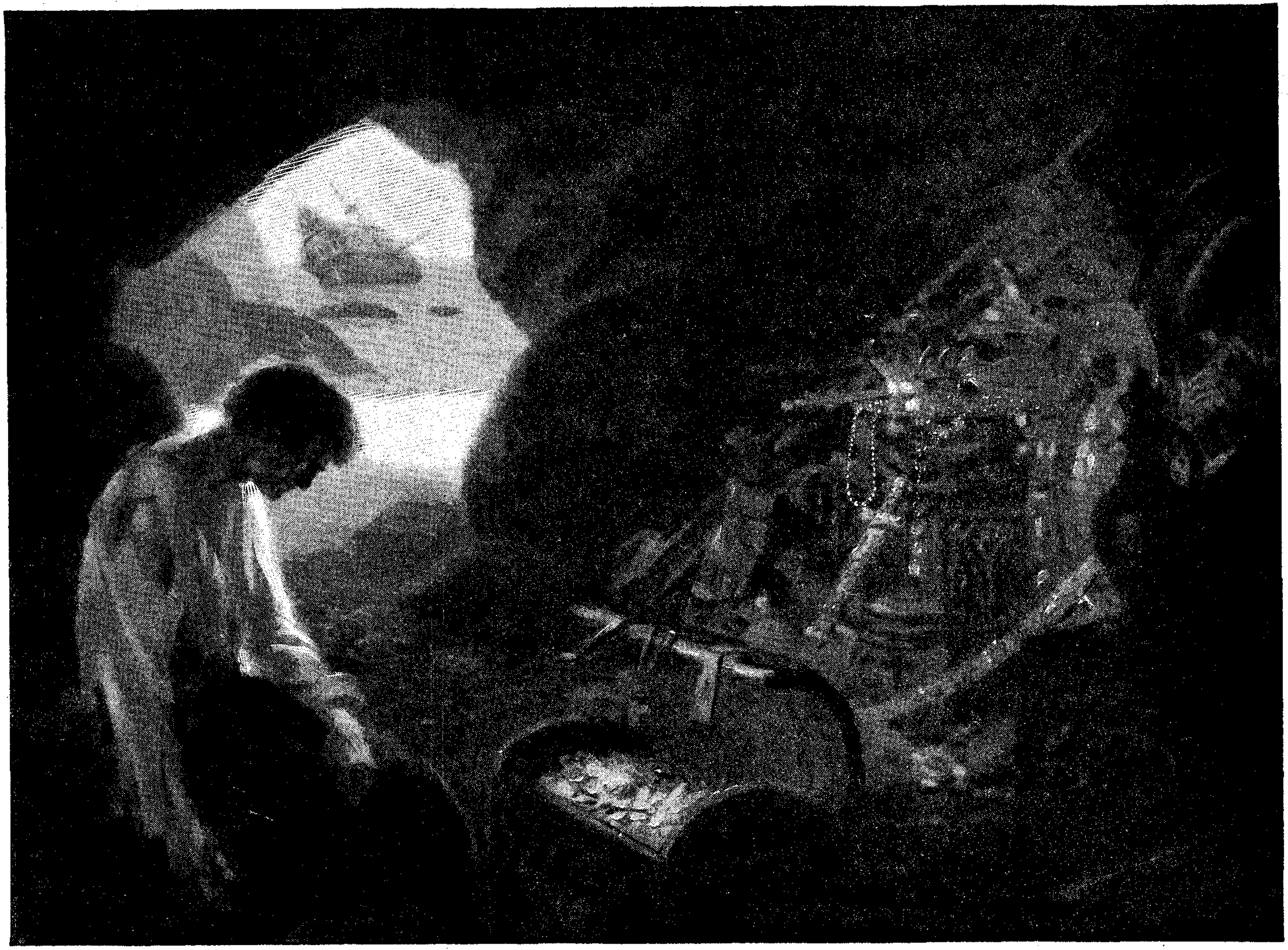
Similarly with taxation. In nearly every country where large fortunes were made from the industrial situation created by the war there has been an insistent demand from various quarters for a levy on capital to pay the national war-debts. Statesmen who are harassed with budgets far in excess of the taxes they are able to collect are only acting in a natural and logical manner when they give close attention to such suggestions. Such a tax on capital would be a tax only in name and would virtually be confiscation, but necessity drives nations as well as individuals to do things which in former times they would not have considered as within the range of reason.

In the case of the municipal bonds of the German cities, we have a situation which can be characterized by no other name than to call it gambling. It is said that several of the better-known issues have been sold in greater amounts than actually exist, and that dealers who have agreed to deliver the bonds will find it impossible to do so. This will illustrate the hazy character of the business. No dealer in municipal bonds of American cities would be likely to be caught in such a situation as this, but the alleged possibilities of profit through exchange appreciation later on have led men who are otherwise conservative to commit themselves without knowing for certain whether they can secure the bonds wanted or not.

Since the United States reversed its prewar position in world financing and became a creditor nation, a great many articles have been printed and speeches delivered to the effect that we must now prepare to invest our surplus abroad as England did for many decades previous to the present one. This is a laudable view, and if the United States is to hold the place it won during the war we shall have to enter the undeveloped parts of the world, and with our capital and enterprise contribute to their development. But these articles and speeches have failed, in the main, to point out the vast difference between the bond of a railroad, public utility, or industrial enterprise financed with British money in, let us say, Argentina, with a bond which was issued by a European nation fighting for its life, the proceeds of which went to buy war-supplies. The first represents a solid investment based on something which is contributing to the making of future wealth; the second represents an advance made for something destroyed or shot away during the war.

Furthermore, when a bond issue was underwritten and sold in London in the years when that city was the financial center of the world, the bonds were usually drawn in pounds sterling and the rights of alien holders rigidly exprest. In the case of purchasers of the present outstanding European war-issues there is a fundamental difference which is too important for any investor to pass without careful scrutiny.

It is true that all the European nations are hopeful of quickly rehabilitating their finances and of resuming their prewar place in the world's commerce. It is also true that they have already made remarkable progress along these lines in the face of tremendous difficulties, particularly Great Britain and Belgium. But the hopes of the civilized world that mankind would draw lessons from the war that would



ECONOMY

is measured by its ability to serve. The gold in the mountain, the seed unplanted, the ship at anchor, the invention neglected, these are of no more value than is the hoard of the miser or the spoils of the stranded buccaneer.

We spend that we may economize. Great brains, great brawn and great credit co-operate to effect an economy in effort, time or costs; and give an increase in safety, comfort, or happiness.

Science and finance pour their resources into development until an ounce of effort becomes ten-thousand-horse-power. Years and many men are devoted to tunneling rivers and mountains that time, labor and money may be economized in transportation.

Transportation provided enlarged distribution and so made possible the economy of mass production. Selling gave yet greater scope to production and encouraged new growth in industry.

Advertising strengthened the arm of selling and made possible that last vital contact, the producer with the consumer.

At the dictation of necessity advertising became a mighty power for economy—economy in the elimination of time in securing a market, economy in selling costs, economy in production costs, economy in holding the loyalty and enthusiasm of employees, economy in establishing credits and securing capital, economy in stabilizing consumption.

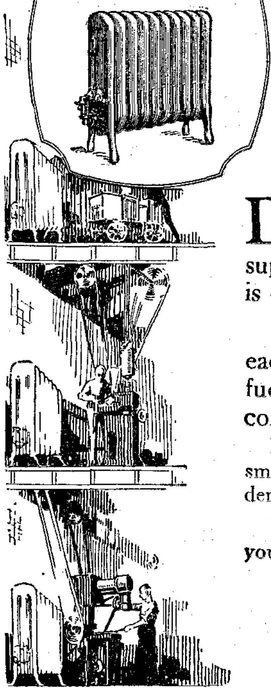
Economic values are established on the basis of service. Advertising serves in proportion to the intelligence expended upon its production and distribution.

N. W. AYER & SON

ADVERTISING HEADQUARTERS

NEW YORK BOSTON PHILADELPHIA CLEVELAND CHICAGO

Keeping Everlastingly At It Brings Success



A heating *system*—
not an *"appliance"*

DO not confuse "Gasteam" with mere supplementary heating appliances. It is a *complete* heating system, supplanting boiler or any other form of heating, because it is cleaner, more convenient and more economical.

A "Gasteam" system comprises a number of radiators, each one a steam heating plant in miniature, with gas as fuel. It is extremely simple in design, and automatically controlled.

Its value has been demonstrated in every form of building, from small one-man shops to great industrial plants. And its use in residences is increasing with astonishing rapidity.

Whenever you plan to build or remodel—you should acquaint yourself with "Gasteam's" many possibilities *now*.

JAMES B. CLOW & SONS
General Offices: 534-546 S. Franklin Street, Chicago
Sales offices in the principal cities

"*Nothing in the Basement*"
Gasteam

"CREO-DIPT"
Stained Shingles

Build Now—
Build to Endure

YOUR selection of building material for side walls as well as roofs is important *now* to insure saving.

The housing demand must be satisfied. You cannot afford to postpone building.

Offset high prices by using "CREO-DIPT" STAINED SHINGLES on side walls and roofs. Creosoted, stained, bundled, ready-to-lay without waste—no brushcoat. Save painting and repair bills for a lifetime. Afford delightful architectural and color effects that are permanent. 30 color shades in 16, 18 and 24 inch lengths.

Write for Portfolio of 50 large Photographs of Homes by prominent Architects. Ask about "Dixie White" and 24" Shingles for side walls; "Thatch Roofs"; Varied Effects for Industrial Groups.

CREO-DIPT COMPANY, Inc.
1034 Oliver St., No. Tonawanda, N.Y.

Portfolio of Homes

Home of Miss Lillian Brown, Meridan, Mo., by Archt. Roy Seldon C. Price, St. Louis, Mo.

INVESTMENTS AND FINANCE
Continued

result in the abandonment of huge armaments and the withdrawal of millions of young men from industrial life for service in the armies seem hardly likely of realization. Instead of decreased expenditures for these purely destructive agencies, we see on all sides a desire for larger armies and navies. How these forces are to be maintained if interest is to be paid on the war-debt now existing is a problem that has not as yet been cleared up.

It is an excellent thing that the American investment market should have arrived at a point where its vision covers the entire world instead of merely North America and Cuba, which for all practical purposes were its former boundaries. That the prosperity of our country and its freedom from the paralyzing destruction of war should result in benefit to the rest of the world is something that every honest American hopes for. But that does not mean that our financial resources should be diverted toward what may later prove to be only a speculation in foreign exchange. Genuine financing of foreign needs is founded on a much firmer basis than that, and agencies are already available through which any surplus of American investment capital can be utilized without the large risk that may be involved in the present haphazard method of purchasing European internal bonds.

That the present buying of European securities because of the favorable exchange situation is not entirely a satisfactory practise is tacitly recognized by the European governments themselves. The various dollar loans that have been arranged are perhaps the best evidence that the finance ministers of the European nations do not place great reliance on the sustained buying of their internal securities as a means of giving strength to the exchange markets and preventing further depreciation in rates than has already taken place.

To encourage the purchase of any securities merely to take advantage of an expected profit within a few months in a recovery of foreign exchange is not sound investment advice. A bond should be purchased for its inherent and intrinsic value alone; not because the holder expects to make a quick profit through a recovery in exchange, which may come, but which certainly can not be guaranteed to any one. The first is investment, the second speculation of a particularly dangerous sort, because there are so many elements connected with it which are very imperfectly understood by the average investor not familiar with international exchange.

There is at least one more point to be considered before purchasing internal European bonds. If holders are to reap their expected profits, they must sell the bonds. Who will buy them when a revovery in exchange has brought the profits in holding them for income down to the point earned by domestic securities? Paper profits may be pleasant, but they don't pay grocery bills.

The interest on all such securities is, of course, payable in the currency in which the bond is drawn. That being so, an American desiring to cash his interest coupons must sell them at the same rate of depreciation at which he bought the bond, so that his income so far as interest is concerned is reduced to a very small rate. If he is in a position to hold them for a period that may extend several years he may possibly reap large eventual returns, but it is doubtful if many present purchasers are proceeding with this contingency clearly in mind.

This must not be misinterpreted into advice not to purchase such securities or to imply that those who do purchase them will lose out. It is simply an effort to make clear a few points which can not be said to have received sufficient publicity in the advertising and newspaper articles which have appeared dealing with the subject. If any one understands the situation clearly and knows just what sort of an undertaking he is going into, no criticism can attach to the purchase of such securities. It may be that purchasers will profit largely through such purchases, and it is to be hoped that they will, because the conditions which would bring about such profits would be of tremendous advantage to the world in general. All that has been written, for instance, of the underlying strength of British credit and the ability of that nation's statesmen and business leaders to rejuvenate themselves is true. Great Britain, if unhampered, may astonish the world in the next few years. But we have got to a point in the affairs of this world where no nation stands alone or where it can work out its own salvation regardless of its neighbors. That is the point which must receive the major share of attention in a discussion of this sort.

RAISING THE DISCOUNT-RATE TO HASTEN DEFLATION

ALONG with the other factors at work—both physical and psychological—the raising of discount-rates by the Federal Reserve banks ought to prove adequately effective in halting inflation and accelerating deflation, the Boston *News Bureau* thinks, for "a 7 per cent. rediscount level on commercial paper and one of 6 per cent. on war-bonds are pretty high." The Boston financial daily continues its comment:

> During the war and for a year thereafter the Reserve system was shackled like Prometheus by the assumed necessities of the Treasury, and maintained extremely low discount-rates in consonance with the low-price basis arbitrarily set on the Government's own credit. The correct principle of keeping these rates above the going open market-rates for money was waived. Banks found a steady and ever-increasing margin of profit from the spread in the reverse direction; and the volume of the country's credits was thereby expanded. Last fall the Treasury permitted a divorce; the Federal Reserve authorities were left free to function normally. It was high time.
>
> A comparison of the new schedule which the Boston Reserve bank, following the lead of New York and Chicago, put in effect June 4, will illustrate the steady upward trend of rates since the first week of November last:

	June 4 Per Cent.	*January 23 Per Cent.*	*Earlier Per Cent.*
Commercial	7	6	4¾
Agricultural	7	6	5
Liberty or Victory	6	5	4¾
Certificates of indebtedness	5½	4¾*	4¾

* Advanced from 4¾ to 5 per cent. February 8.

A STREAM AND ITS SOURCE

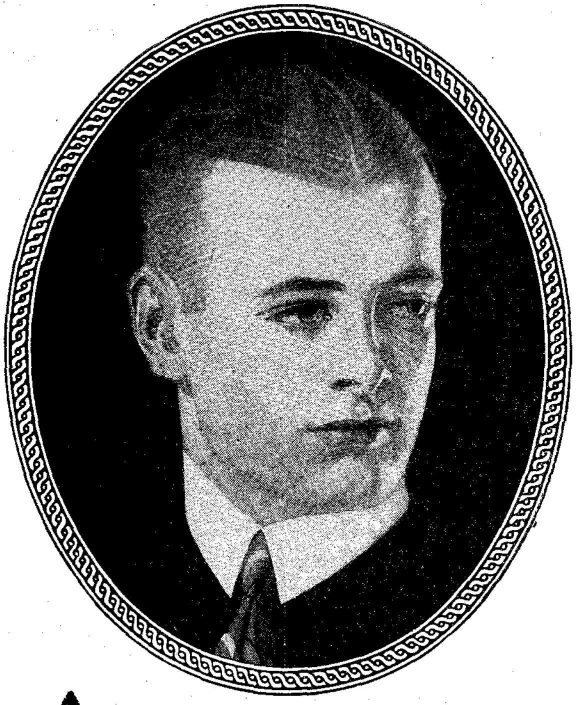
A Bank

cannot rise higher than its ideals in its service any more than a stream can rise higher than its source. The size and strength of this bank are a sure indication of a healthy, high ideal and a lofty standard of service.

Such are the sources of our success, reaching back a century into the business history of this city and the financial history of our country.

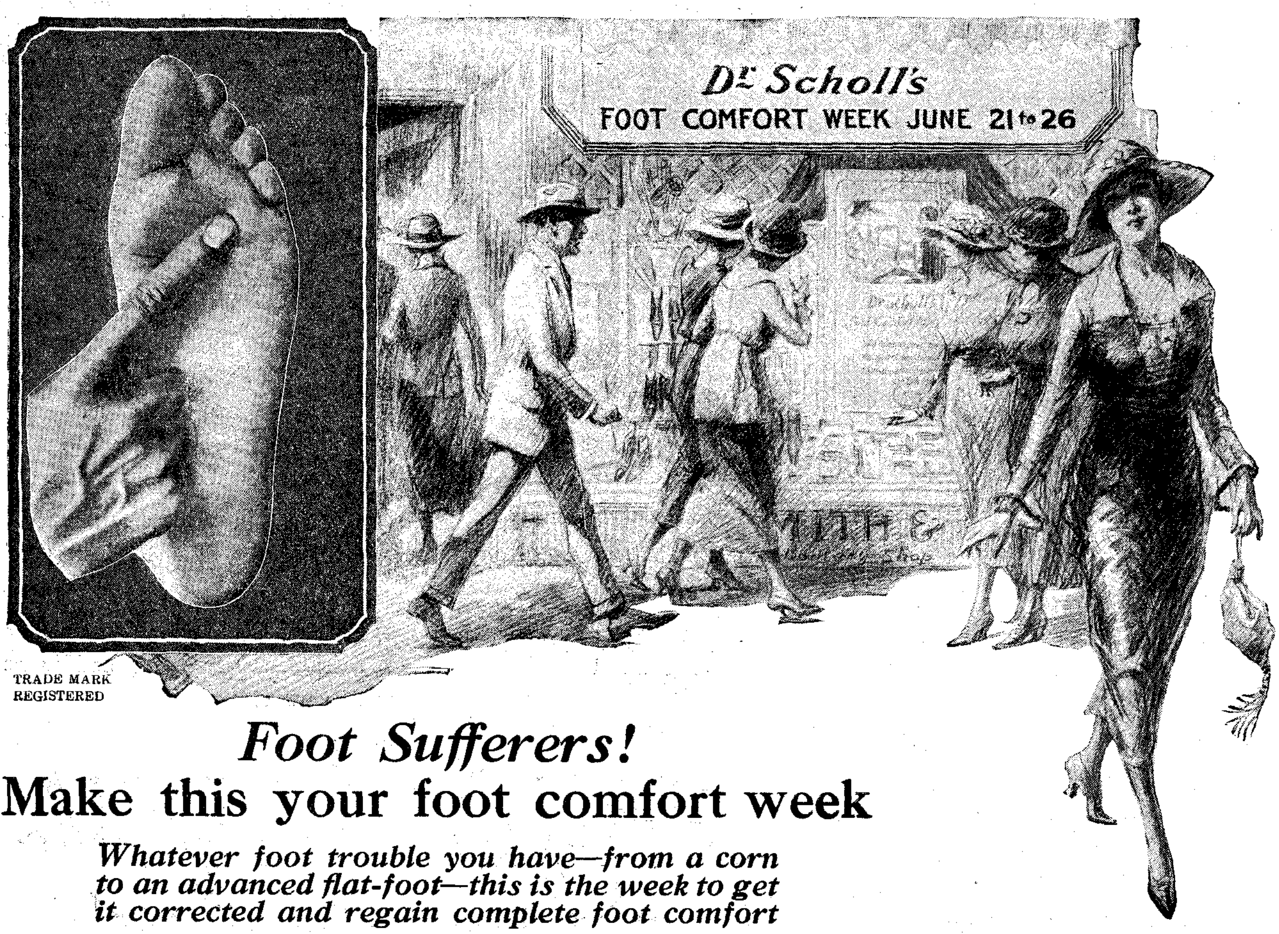
Experience has broadened our service and made practical application of our ideal of equitable dealings to the ever-changing conditions of commerce and trade.

THE
PHILADELPHIA
NATIONAL
BANK
PHILADELPHIA, PA.


ARROW
COLLARS

ARROW COLLARS are just as good today as they ever have been. The quality that won premier place for them has been faithfully maintained in the face of increasing costs of materials and labor.

Cluett, Peabody & Co. Inc. Troy, N. Y. Makers of Arrow Shirts and Gotham Underwear



Foot Sufferers!
Make this your foot comfort week

Whatever foot trouble you have—from a corn to an advanced flat-foot—this is the week to get it corrected and regain complete foot comfort

From *June 21 to June 26*, thirty thousand shoe dealers and department stores throughout the United States and Canada will feature foot comfort.

In these stores you will find foot experts—Graduate Practipedists—to examine your feet and show you the way to foot comfort through the use of Dr. Scholl's Foot Comfort Appliances and Remedies. This announcement is of vital interest to anyone having any form of foot or shoe trouble.

Some of the shoe dealers in your community are making special efforts to serve you in a distinctive way during this distinctive FOOT COMFORT WEEK. Watch for their big educational window displays!

Expert foot comfort service in your town

For every form of foot trouble such as tired, aching feet, weak arches, corns, perspiring feet, crooked toes, tender heels and callouses, there is a Dr. Scholl Appliance or Remedy. And no Dr. Scholl Appliance or Remedy is an experiment; each is a time-tried and proved success.

Go to the store in your community that handles Dr. Scholl's Appliances and Remedies. There you will find a Graduate Practipedist—a foot expert—trained in Dr. Scholl's own methods of giving foot comfort.

This man understands *your* foot trouble. If your feet tire easily, perspire much, get hot and tender, or if your shoes hurt you and do not hold their shape, probably you have weak feet. But you should *know*. He can tell you.

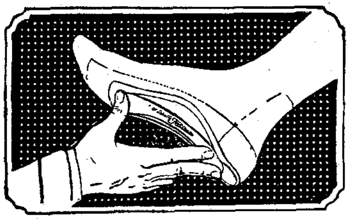
Whatever your foot trouble there's quick and permanent correction awaiting you

For corns that make you wretched; for sore, tender bunions; for crooked toes and painful heels; for callouses that burn, the Dr. Scholl foot expert knows the easy, sure and scientific way for you to rid yourself of them. Let him demonstrate the Dr. Scholl Appliance or Remedy that will *correct* your trouble and save you much suffering.

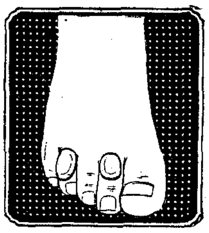
This service will be entirely free. Don't let this opportunity slip by. You *can* have shapely, strong and comfortable feet so easily, so inexpensively.

The dates again—fix them in your mind—June 21 to 26.

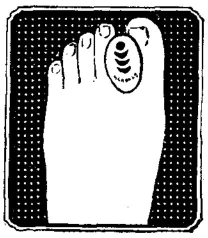
The Scholl Mfg. Co., 213 West Schiller St., Chicago, Ill.; 339 Broadway, New York City.
Branches in Toronto, London and Paris.



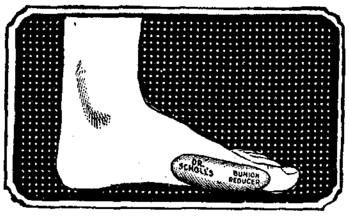
Dr. Scholl's Foot-Eazer, light, springy, comfortable; supports the weakened arch; relieves tiring strain. $3.50 pair



Quick and lasting relief for corns, callouses, enlarged or tender joints and blisters—Dr. Scholl's Zin-Ox Pads. Antiseptic; healing; waterproof; easily applied and they stay on. 35c box



Distorted toes (bunions) are soon restored to normal action by Dr. Scholl's Toe Flex. Of fine flexible rubber, fashioned to stay in place. 3 sizes; 75c each



Dr. Scholl's Bunion Reducer takes pressure off a tender bunion, hides unsightly bulge and reduces the growth itself. 75c each

Dr. Scholl's
Foot Comfort Week

At Shoe and Department Stores everywhere

June 21 to 26

INVESTMENTS AND FINANCE
Continued

Prior to November 5 last the rates on war-paper were 4 per cent. and 4¼ per cent., according to duration of discount, and on commercial paper likewise varied from 4¼ per cent. to 4¾ per cent. The contrast with the current rates is eloquent of what has been happening the past half-year in the money market.

The past few weeks have also seen progress made in a new Federal Reserve development toward checking undue credit expansion—an elastic scheme for penalizing credit extensions beyond old dimensions by proportional advances in the charges made.

Four of the Reserve banks—Kansas City, St. Louis, Dallas, Atlanta—have adopted such progressive or graduated scale of rates, under which an expansion of discounts on other than war-paper beyond a base line taken as of April 1 is penalized by increases of one-half of one per cent. for every 25 per cent. of expansion. Under this arrangement, which is still somewhat experimental, the average charge to member banks on commercial paper borrowings will be close to, altho perhaps a trifle below, 7 per cent.

No action as yet has been taken toward revising rediscounts by the Reserve banks in Philadelphia, San Francisco, and Cleveland. The expectation is logical, however, that they will soon fall in line, since it is the condition of the Reserve system as a whole, rather than local situations, that is occasioning the need for higher rates.

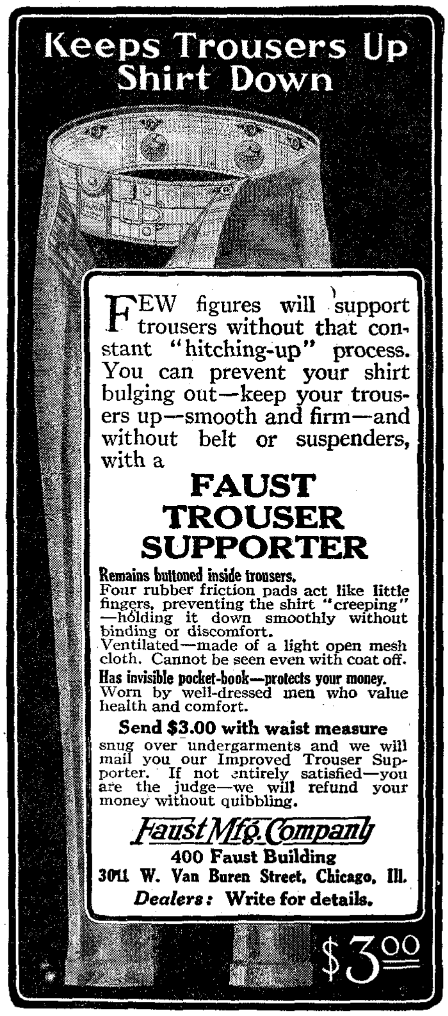
PRICE-CUTTING AND BUSINESS FAILURES

THERE is always danger of business embarrassment in such a deflation movement as is evidenced by the present "wave" of price-cutting, observes the New York *Journal of Commerce*. Advancing prices, it explains, protect ill-advised or speculative business enterprises. With prices higher every month, it is almost impossible to fail if one can only buy steadily and unload promptly. And this, of course, helps to explain the abnormal absence of business failures during the last year. Now, however, we must expect to hear of commercial failures, tho they need not unduly alarm us. Many new business enterprises are really mushroom growths, bound to have but a transitory existence. There is already, *The Journal of Commerce* notes, "indication of considerable business mortality in the export trade, altho everything has been handled 'decently and in order,' liquidations and extensions being effected where necessary with but little inconvenience to the public at large." The editor of the New York business organ proceeds:

> It is, however, necessary to remember that when real price recessions come they will necessarily mean hardship. The most serious sufferings will be inflicted upon those who find themselves overstocked or with large commitments. Such houses necessarily have to pay the penalty of their unwisdom by seeing their capital eaten up to cover the loss on their goods. Others, however, will suffer from the fact that even with the best of judgment and the utmost of skill on their part they will find the trade overcrowded. In many lines of business the number of establishments is to-day undoubtedly larger than is warranted. As prices recede and as a higher degree of skill is called for in the attainment of business success some concerns will find themselves crowded out. Declines in prices will cancel the small margin of profit which was all that their ability or good management enabled them to gain, while other concerns which were better managed or enjoyed a larger patronage will succeed in holding their own in a much more permanent way. There is nothing new in this condition of affairs, but it is a situation which has been noted during former periods whose characteristics resemble those of the present. . . . . . .
>
> We can not, however, have our cake and eat it too, and if it be true that some lines of business have become overgrown and need pruning the results of the pruning process must be endured for the sake of the greater benefit to be gained therefrom. Any other point of view would convict those who have been urging conservatism and moderation of insincerity, to say the least. It is a case in which a definite business theory or philosophy is called for, and along with it the courage and consistency to stand by the ideas thus advocated.
>
> Within the past few months the number of business failures and retirements has been abnormally small. This is the outcome of the free extension of credit, the steadily rising prices, the lack of accumulations of goods, and other factors of the same general description. In the national banking system itself for 1919 there was recorded the unusual condition of a general absence of failures. Few if any other lines of business can say as much, but all can with justice claim that they have enjoyed a very low percentage of business mortality. If during the process of reconstruction this percentage should become somewhat larger the fact will not be one to cause alarm, no matter how much we may regret the occurrence of individual instances of ill success or misfortune. A margin of failure or retirements is not to be avoided in any field of enterprise, and when conditions have for a time been such as to minimize it the fact, altho matter for congratulation, does not afford reason for belief in the indefinite continuance of such conditions.

PER-CAPITA TAXATION BY THE "BIG FOUR" GOVERNMENTS—In reply to a question in the House of Commons, the British Chancellor of the Exchequer recently gave out certain figures comparing present and prewar per-capita direct taxation in the principal Allied countries. The taxes taken into account for Great Britain are income tax (including super-tax), excess-profits tax, and death duties, and for the other countries the immediately corresponding taxes, says *The Economist*, which quotes Mr. Chamberlain's figures as follows:

	Year Ended	*Average Amount of Direct Taxes Per Head* £	*s.*	*d.*
United Kingdom	March 31, 1914	1	11	0
	March 31, 1920	15	3	0
France	Dec. 31, 1913	0	13	6
	Dec. 31, 1919	2	7	0
Italy	June 30, 1914	0	12	6
	June 30, 1919	2	3	3
United States	June 30, 1914	0	3	0
	June 30, 1919	5	8	0


Keeps Trousers Up
Shirt Down

FEW figures will support trousers without that constant "hitching-up" process. You can prevent your shirt bulging out—keep your trousers up—smooth and firm—and without belt or suspenders, with a

FAUST TROUSER SUPPORTER

Remains buttoned inside trousers.
Four rubber friction pads act like little fingers, preventing the shirt "creeping"—holding it down smoothly without binding or discomfort.
Ventilated—made of a light open mesh cloth. Cannot be seen even with coat off.
Has invisible pocket-book—protects your money.
Worn by well-dressed men who value health and comfort.

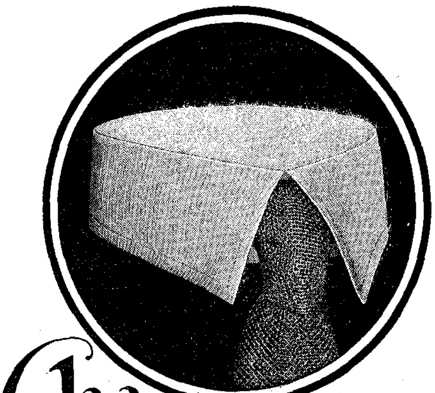
Send $3.00 with waist measure snug over undergarments and we will mail you our Improved Trouser Supporter. If not entirely satisfied—you are the judge—we will refund your money without quibbling.

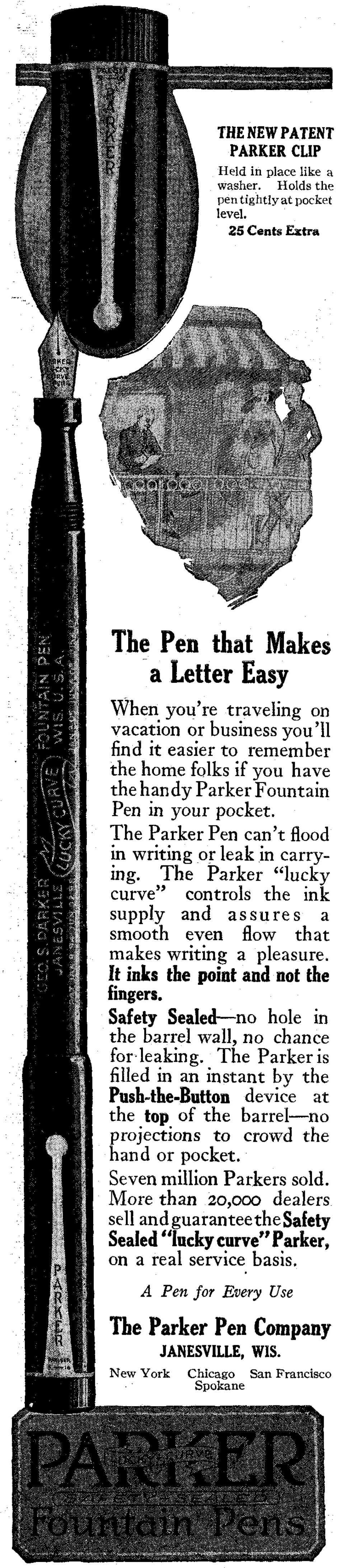
Faust Mfg. Company
400 Faust Building
3011 W. Van Buren Street, Chicago, Ill.
***Dealers:* Write for details.**

$3.00

Cuticura Soap
IS IDEAL
For the Hands
Soap, Ointment, Talcum, 25c. everywhere. For samples address: Cuticura Laboratories, Dept. 7, Malden, Mass.

PATENTS. Write for Free Guide Book and EVIDENCE OF CONCEPTION BLANK. Send model or sketch of invention for our free opinion of its patentable nature.
Victor J. Evans & Co., 759 Ninth, Washington, D. C.


Abbey
Named after a Master-craft Painter.
Built by Master Craftsmen in Troy, as are all of the stylish and comfortable—
SLIDEWELL SOFT COLLARS
HALL, HARTWELL & CO., Troy, N. Y.
Makers of HALLMARK SHIRTS & HALLMARK ATHLETIC UNDERWEAR



THE NEW PATENT PARKER CLIP

Held in place like a washer. Holds the pen tightly at pocket level.

25 Cents Extra

The Pen that Makes a Letter Easy

When you're traveling on vacation or business you'll find it easier to remember the home folks if you have the handy Parker Fountain Pen in your pocket.

The Parker Pen can't flood in writing or leak in carrying. The Parker "lucky curve" controls the ink supply and assures a smooth even flow that makes writing a pleasure. **It inks the point and not the fingers.**

Safety Sealed—no hole in the barrel wall, no chance for leaking. The Parker is filled in an instant by the **Push-the-Button** device at the **top** of the barrel—no projections to crowd the hand or pocket.

Seven million Parkers sold. More than 20,000 dealers sell and guarantee the **Safety Sealed "lucky curve" Parker,** on a real service basis.

A Pen for Every Use

The Parker Pen Company
JANESVILLE, WIS.
New York Chicago San Francisco
Spokane

CURRENT ◆ EVENTS

RUSSIA

June 2.—The British Cabinet decides upon resumption of trade with Soviet Russia as soon as the necessary mechanism can be arranged. This follows conversations with Gregory Krassin, Soviet Minister of Trade and Commerce to Great Britain.

June 3.—The Poles launch a counter-attack south of Kief, where the "Reds" have concentrated in an effort to drive to the northwest and compel the Poles to evacuate Kief, says a message from Warsaw.

June 4.—According to advices reaching London a new Bolshevik offensive begins between the Pripet region and the Dnieper River. It is said the Polish posts have been driven back by a force of 16,000 cavalry and one infantry division.

June 5.—The Council of the League of Nations will consider at its forthcoming meeting in London a basis for settlement between the Poles and the Bolsheviki. It will be the first real test of the League in practical politics.

The Bolsheviki inflict severe losses on the Poles in an attack fifty miles south of Kief, says a Bolshevik Moscow dispatch to London.

Occupation of Nikolaiefsk, Siberia, by a Japanese naval force is reported to the State Department at Washington. The Japanese force was dispatched there after an uprising in which many Japanese were killed.

The Lithuanian delegation in Moscow engaged in peace negotiations with Soviet Russia informs the Lithuanian delegation in London that the Soviet Government agrees to concede Vilna to the Lithuanians, recognizing that city to be the rightful capital of Lithuania.

June 6.—A Warsaw report says the Poles are continuing their successful attacks on the northern front and have occupied Glubokoi, taking many prisoners and war-supplies.

June 8.—The Bolsheviki release all the remaining British prisoners in Russia, aside from ordinary criminals, says a London report. The action was taken at the request of the British labor delegation now in Russia.

FOREIGN

June 2.—Adolfo de la Huerta, elected Provisional President of Mexico, takes the oath of office in the Chamber of Deputies at Mexico City.

June 3.—A deficit of 2,400,000 pesos exists in the Mexican Treasury, according to Mexico City newspapers, quoting the Minister of Finance.

Norway refuses to accept the mandate over Danzig when it is proffered by the Supreme Council, says a report from Copenhagen.

Premier Nitti, of Italy, makes new compromise proposals to Jugo-Slavia intended to solve the Adriatic question, according to a Paris report. President Wilson's stipulations relative to the eastern boundary of Julian Venetia are followed, with a few slight modifications, and the placing of Abbazia, west of Fiume, under Italian sovereignty.

The Governments of Great Britain, Denmark, Holland, Norway, Sweden, and Switzerland arrange new and substantial credits for the relief and reconstruction of central European countries, including Austria and Hungary. The credits are mainly in the form of raw materials and food.

The Executive Committee of the International Trades Unions and the General Council of the International Federation of Transport Workers, in session at Amsterdam, decide to proclaim a general boycott on commerce with Hungary to begin June 20. Resolutions are passed calling for the cutting off of communication by rail, sea, post, telegraph, and other means between Hungary and the outside world, as a protest against the "persecution of Hungarian workmen by the White Terror."

An army of a thousand men under General Osuna, revolting against the present régime in Mexico, is overtaken and defeated at Villa de Allende by forces of the Government, says an El Paso dispatch.

A housing congress, composed of several hundred delegates from a number of the principal countries of the world, including the United States, meets in London to study housing problems, made acute all over the world by the war.

June 4.—Encounters between German and French soldiers at Gleiweitz, Silesia, resulting in the injury of a number of persons on each side, are reported from Berlin.

The treaty of peace with Hungary is signed in Paris. A member of the Hungarian delegation said this was the hardest of all the treaties and express the opinion that the amputation of two-thirds of Hungary's territory would create such economic difficulties that a revision of the treaty would be necessary.

An airplane piloted by Lieutenants Bossoutrot and Bernard breaks the world's record for continuous flight near Paris, remaining in the air over twenty-four hours.

All the German generals commanding Reichswehr forces are summoned to Berlin, and in the presence of President Ebert and Minister of Defense Gessler testify their allegiance to the republic and to the constitution.

June 5.—The Norwegian Government, with the approval of the Storthing, informs the Russian Soviet Government that Norway is willing to resume commercial relations with Russia immediately.

Budapest goes into mourning while the Hungarian peace treaty is being signed in Paris, the stores of the city close, the tramways and railways cease to run, and the bells are tolled.

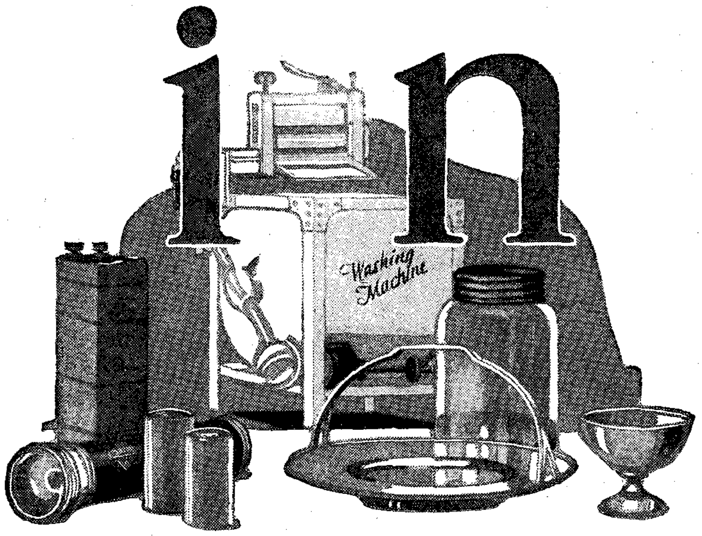
June 6.—British war-ships open fire on Turkish Nationalist positions near Touzla on the Sea of Marmora, when the Nationalists approach the British entrenchments.

Albanian insurgents annihilate an Italian battalion near Alessio and Italian war-ships shell that city, says a Vienna dispatch to London.

The Allies allow the Turks a delay of fifteen days in which to present their observations on the peace terms.

June 7.—Early returns from the recent elections in Germany indicate that the Majority Socialists, and particularly the Democrats, have suffered a crushing defeat. The returns show the Independent Socialists in the lead.

Zinc



in Metal Products

From the original Zinc-faced washboard to the modern washing machine with its rotating Zinc cylinder, Zinc has demonstrated its superiority as a non-rusting, easily formed metal. Because of its low cost, and its wonderful drawing and spinning properties it is rapidly replacing other metals in many fields of manufacture.

Rolled Zinc has many uses and almost endless possibilities. In a dry battery it rings the bells in your home and office, and lights your way.

It protects your preserves as a jar-top. It can be readily plated in the various finishes, including copper, brass, silver, gold and nickel.

This Company rolls Zinc of several grades, from the uniquely pure Horse Head Brand, made from the virgin ore of our famous Franklin mines, to the regular commercial quality obtained from ores from other deposits.

Each grade has its field and it is the work of our Research Department to study the needs of manufacturers and recommend the brand that will make for greatest economy without detriment to quality. The cooperation of this Research Department is offered all makers of metal products.

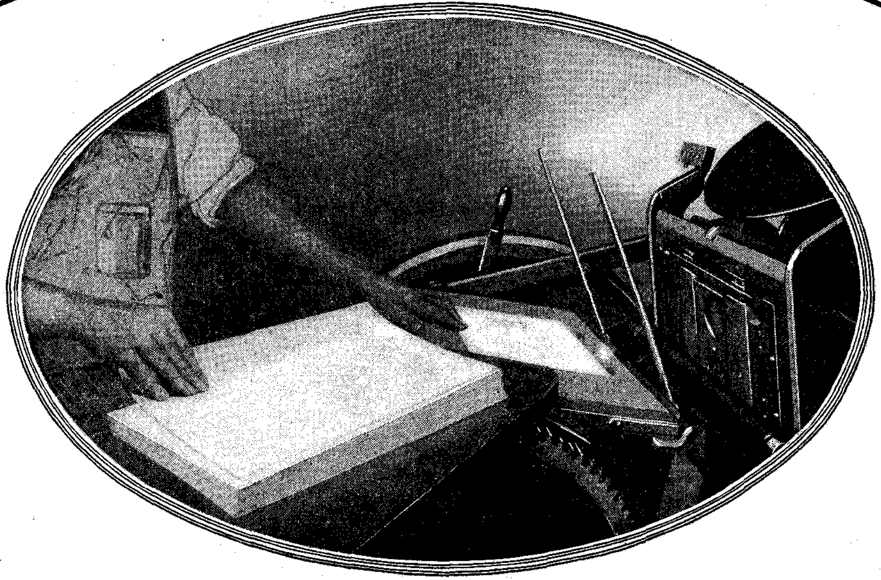
THE NEW JERSEY ZINC COMPANY, *160 Front Street,* New York
ESTABLISHED 1848

CHICAGO: Mineral Point Zinc Company, 1111 Marquette Building
PITTSBURGH: The New Jersey Zinc Co. (of Pa.), 1439 Oliver Building

Manufacturers of Zinc Oxide, Slab Zinc (Spelter), Spiegeleisen, Lithopone, Sulphuric Acid, Rolled Zinc Strips and Plates, Zinc Dust, Salt Cake and Zinc Chloride

The world's standard for Zinc products

New Jersey
Zinc



Art in the Press Form

YOUR master printer is an artist. A distinctive letterhead may be his subject. He will strive to express in it the personality of the one whose signature it is to bear. His materials are fonts of type, ink and *good* paper. The latter, he knows, is essential in turning out a clean, fine impression of the type face—its delicate serif or shade line.

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CURRENT EVENTS
Continued

June 8—Several Italian war-ships leave for Albania to assist the Italian garrison against the insurgents.

Late returns from the German elections emphasize the heavy losses suffered by the coalition parties.

The German Government tenders its resignation to President Ebert as a result of the outcome of the elections. The President requested the Ministers to remain in office provisionally.

General Rodolfo Herrera arrives in Mexico City bearing documents to prove that President Carranza committed suicide after having been abandoned by the persons accompanying him.

ELECTION PRELIMINARIES

June 5.—Republican field-marshals of the opposing groups gather at Chicago for the national convention that opens on the 8th. Republican women for the first time in the history of the country take seats at a national convention, twelve women delegates having been chosen delegates in their respective States. Representatives of twenty States promise to assist the National Woman's party to picket the national convention as a protest against what they term the "dilatory and obstructive tactics of the Republican party and its officials."

June 8.–The Republican National Convention opens in Chicago. Senator Henry Cabot Lodge, of Massachusetts, is made permanent chairman and delivers the key-note speech, in which he enunciates the issues confrontng the country and denounces President Wilson's demand for the League of Nations without reservations and the Wilson Administration for its "watchful-waiting" policy in Mexico, its failure to enforce the laws against profiteers, and its lavish expenditure and burdens upon the taxpayers.

Senator James E. Watson, of Indiana, is elected chairman of the committee on resolutions, at the convention.

Pickets of the National Woman's party stand in line holding their banners of protest in front of the Coliseum, where the convention is held. Their banners proclaim a protest against the delay in ratification of the Federal Suffrage Amendment.

PROCEEDINGS IN CONGRESS

June 2.—Congress at the time of its adjournment, June 5, will have provided for the expenditure of more than $4,000,000,000 to pay the expenses of the Federal Government beginning the fiscal year July 1. This sum is four times greater than the annual requirements in years before the war.

Senate and House conferees agree in relation to the merchant marine measure that while American shipping interests are to be given preference in acquiring government-owned ships, the Shipping Board shall also be authorized to sell vessels to foreign interests on a vote of five of the seven men on the Board. The bill will also empower the Board to set aside annually for five years $25,000,000 to be used as a fund from which to assist citizens in building new vessels.

By unanimous vote, the House Judiciary Committee orders out a resolution repealing all war-time emergency legislation except the Lever Food Act, Trading with the Enemy Act, and the District of Columbia rent-profiteering measure.

The sugar investigating committee of the House declares in a majority report that Attorney-General Palmer acted without authority in fixing maximum selling prices of sugar in Louisiana. The report said the method adopted had been wholly ineffective as a means of price control, and that it gave apparent governmental sanction to extremely high sugar prices.

June 3.—The Senate passes the bill providing increased pay for postal employees, after similar action had been taken by the House. The measure would become effective July 1, and would add approximately $33,000,000 to the postal pay-roll for the first year.

The House Foreign Affairs Committee agrees to report favorably a resolution declining to accede to President Wilson's request for authority to accept a mandate for Armenia.

The Senate by a vote of 44 to 24 adopts the House Resolution providing for a final adjournment of Congress on June 5.

The House adopts the conference report on the Army Appropriation Bill by a vote of 127 to 11. The bill carries $395,000,000.

The Merchant Marine Bill is sent back to conference by the House when Speaker Gillett rules that the conferees had exceeded their authority in making certain changes.

June 4.—President Wilson vetoes the Budget Bill, holding it unconstitutional in that it interfered with certain powers of the Chief Executive. An attempt was made in the House to pass it over the veto by a vote of 178 to 109, or nine less than the required two-thirds majority.

The Senate adopts the House joint resolution repealing war-legislation, with a few minor amendments. The measure goes to the President.

The House finally passes the Merchant Marine Bill by a vote of 145 to 120 and the measure goes to the President. The bill directs the Shipping Board of seven members to make the sale of the Government fleet as expeditiously as possible.

June 5.—The House passes the bill designed to exclude dangerous aliens from the United States, and the measure now goes to the President. Under its terms, membership in organizations advocating overthrow of organized government or sabotage would be ground for deportation or exclusion of aliens.

Congress adjourns at four o'clock. It will not reassemble until December 6, until convoked by the President.

Twenty thousand bills and resolutions were introduced in the Congress just ended. The Senate approved 315 and the House passed 378.

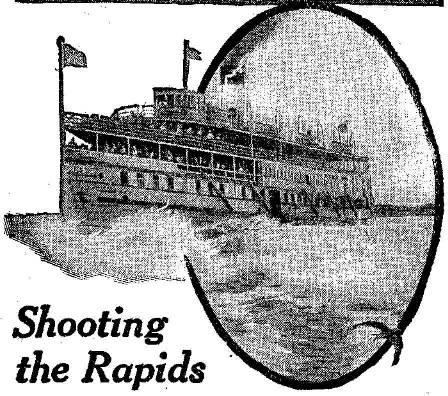
DOMESTIC

June 2.—The Interstate Commerce Commission issues warning that the penal provisions of the Interstate Commerce Act will be invoked against the railroads unless they comply with orders designed to relieve freight congestion.

June 3.—Leaders of seventeen unions of railroad employees with a membership of two million men send telegrams to President Wilson and members of the House and Senate protesting against the proposed adjournment of Congress and urging that it remain in session until some definite action to curb profiteering and to reduce the high cost of living has been taken.

June 4.—A commission of three members representing the public, the miners, and

Niagara to the Sea



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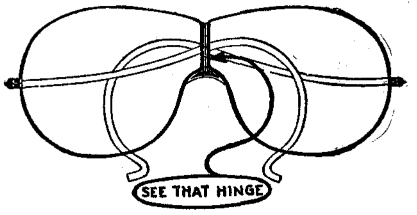

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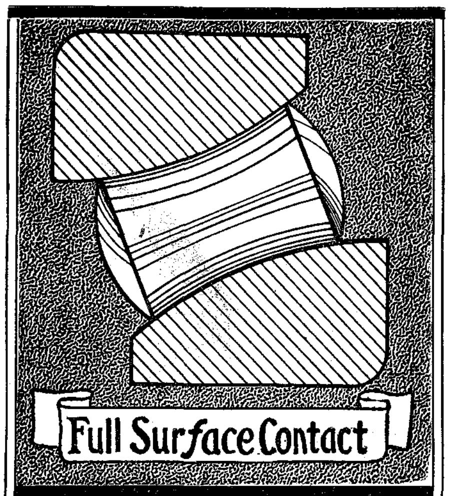

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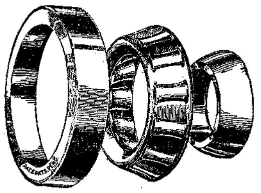

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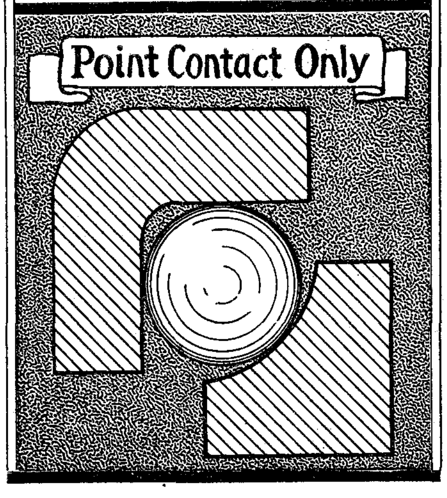


CURRENT EVENTS
Continued

the operators is appointed by President Wilson to settle the wage controversy in the anthracite fields.

New York City's population is 5,021,151, according to a report issued by the Census Bureau. The increase since 1910 is 854,268, or 17.9 per cent. The returns also show that the population of Buffalo, N. Y., is 505,875, an increase of 82,160; that of Boston, Mass., 747,923, an increase of 77,339; that of Baltimore, Md., 733,826; that of Worcester, Mass., 179,741, an increase of 33,755.

June 6.—Claims made against the United States by the Allies and their nationals for war-damages have finally been settled for $893,716,093.

June 7.—The Supreme Court of the United States rules unanimously that the Prohibition Amendment to the Federal Constitution, and the Volstead Act enforcing it, are valid. The ruling means that the Volstead Act must be enforced in every State and that sale of beverages containing more than one-half of one per cent. of alcohol will not be permitted, regardless of State laws increasing the percentage, or whether the State legislature has ratified the Amendment.

Gen. John J. Pershing writes Secretary Baker that he desires to retire to civil life "within the next few months."

Galveston, Texas, is placed under martial law by Governor Hobby and State troops are sent there. The Governor's action was brought about by the reported serious congestion of freight conditions as a result of the strike of longshoremen.

The American Federation of Labor, meeting for the second time in a foreign country, opens its fortieth annual convention at Montreal.

June 8.—Burglars enter the home of Enrico Caruso at East Hampton, Long Island, and steal $500,000 worth of jewelry.

William M. Williams, Commissioner of Internal Revenue, announces a general tax drive to extend into every section of the country for the purpose of collecting millions of dollars of delinquent taxes and penalties.

Jack Dempsey, heavyweight pugilist, goes to trial in San Francisco in the United States court on a charge of evading the draft.

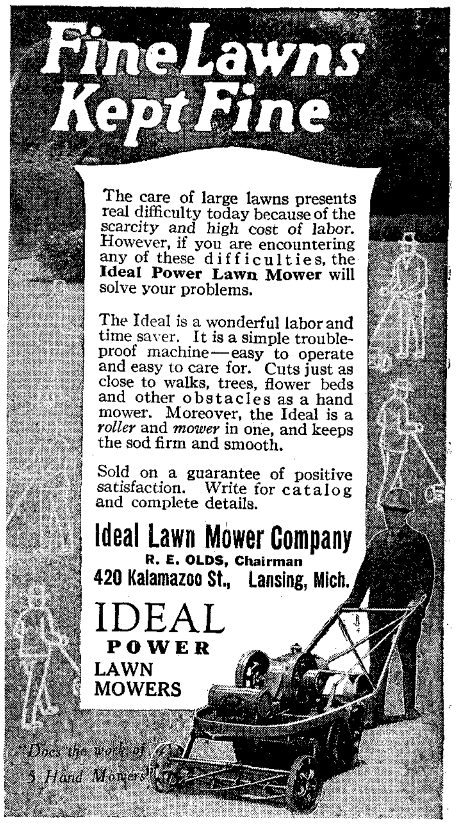
Three national farm organizations direct an appeal to President Wilson, asking that he use government machinery to allocate such farm labor as may be recruited before harvest, and recommending a cessation of public work until after the crops are gathered.

The Steady Death-rate.—Weary after twelve months' hard work, the pretty typist sought solitude among the healthy hills of Halehearty. The advertisements had attracted her. Halehearty was described as the best, prettiest, finest, and everything-elsest spot in the world.

"Tell me," she said on her first day, when she met a stanch old relic of the district, "what is the death-rate in Halehearty?"

The local walking advertisement nodded his head reassuringly.

"Won'erful steady, ma'am—won'erful steady!" he replied. "One death to each person."—*London Tit-Bits.*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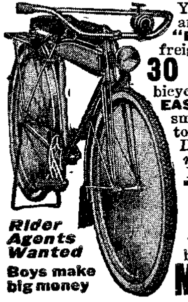

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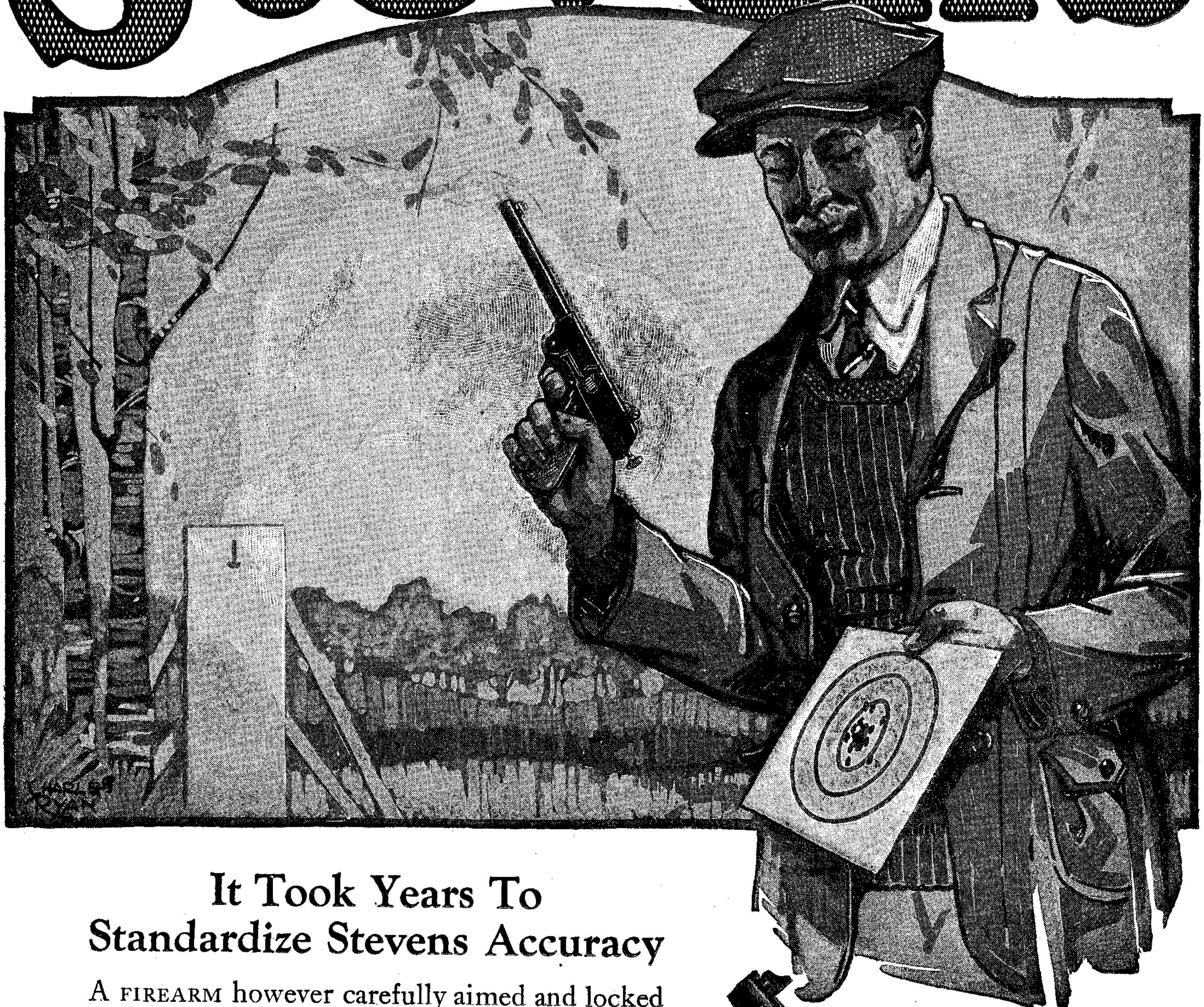

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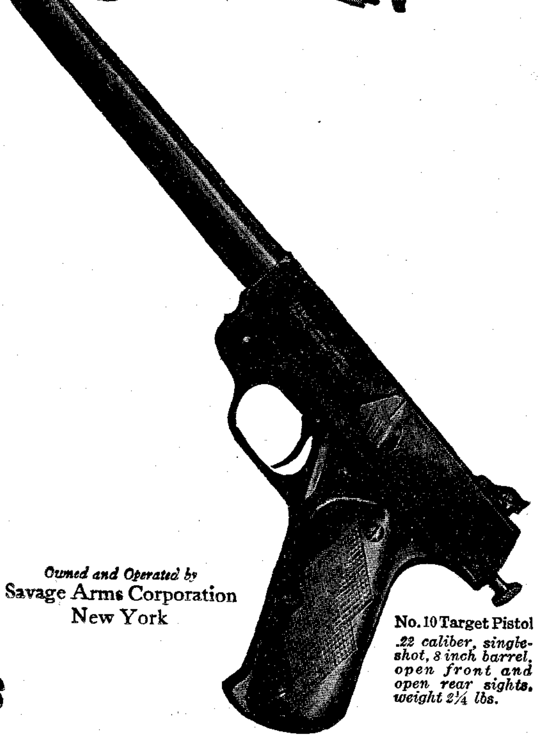

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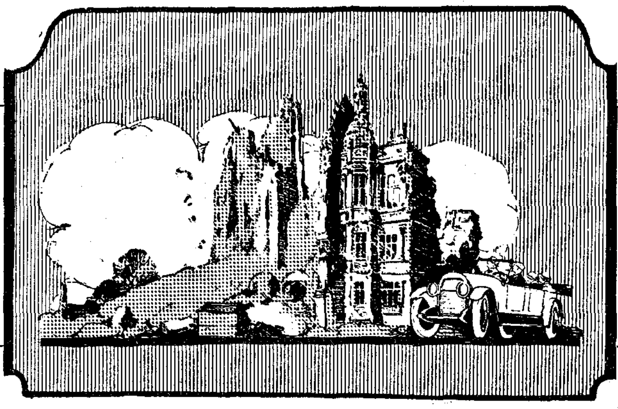

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THE SPICE OF LIFE

Hints for the Home.—An outworn Ford body, bent to a new design and covered with cretonne, makes a cute umbrella-stand for the hall.—*Detroit Motor News.*

Anticipating the Demand.—PROFITEER —" The death penalty for profiteers and hoarders is to be introduced. Now's the time to hoard coffins! "—*Simplicissimus (Munich).*

Looking Up.—" So you want to marry my daughter. What are your prospects? "

" Well, sir, I have a wealthy bachelor uncle, sixty-five years old, who has just taken up aviation."—*Life.*

Insanity to Cover One More Sin.—The House of Lords contemplates making insanity a cause of divorce. Hitherto it has only been recognized as a cause of marriage.—*London Opinion.*

Pa's Ready Answer.—" Pa, what is the Minority party? "

" That's me, son," said Pa, " when mother and the girls are in the tonneau telling me how to drive."—*Detroit Motor News.*

Versatility. — WANTED — Young women for hanging up, shaking out, and folding. Wages twelve dollars weekly, with bonus, to start. Apply Tabor Laundry Works, 446 Bathurst Street.—*Toronto Evening Telegram.*

The Old Reliable.—ARTIST—" I'm awfully sorry I can't pay you this month."

LANDLORD—" But that's what you said last month."

ARTIST—" You see I keep my word . . . you can have confidence in me."—*Le Ruy Blas, Paris.*

Progress.—" Is this an imitation of butter? " inquired the man with the market-basket.

" I can't say that it is," replied the conscientious dealer. " We have got far beyond imitating butter. We are now imitating the imitations."—*Washington Star.*

Still Following.—" Could you do something for a poor old sailor"? asked the seedy-looking wanderer at the gate.

" Poor old sailor? " echoed the lady at work at the tub.

" Yes'm, I follered the wotter for sixteen years."

" Well," said the woman, after a critical look, " you certainly don't look as if you ever caught up with it."

Then she resumed her labors.—*The New Majority.*

Politicians, Take Notice.—
(Special to the New York *World*)

KANE, Pa., May 21.—During a circus parade here to-day one of the elephants, as if to relieve the monotony, flung its trunk in the air and brought it down with a resounding thump on a mule at the curb quietly watching the sights.

Altho hitched to a delivery-wagon the mule wheeled about, took aim, and kicked twice. His hoofs caught the elephant squarely on the knees. The elephant stopt for an instant, but sought no further interchanges with the mule and finished the parade with a decided limp.

Good Reasoning.—PARENT—"What is your reason for wishing to marry my daughter?"

YOUNG MAN—"I have no reason, sir; I am in love."—*London Opinion.*

And Still Doing It.—A man in Abingdon was fined by a magistrate for sleeping and snoring in church. Nothing was done to the clergyman for putting him to sleep.—*Richmond Dispatch, May 17, 1870.*

A Flyaway Affair.—A fly and a flea in a flue were imprisoned; so what could they do?

Said the flea, "Let us fly!"
Said the fly, "Let us flee!"
So they flew through a flaw in the flue.—*Orange Peel.*

Being Nice to Her.—THE FAIR ONE—"I see here where a man married a woman for money. You wouldn't marry me for money, would you?"

THE SQUARE ONE—"Why, no, I wouldn't marry you for all the money in the world."—*Tar Baby.*

The Super-Ad. Appears.—Just see how leisurely that lapel looks out upon the world, like a flower opening to the sunlight. Fragile, resilient, delicate as a coiled spring, a lapel with life in it, animated by the hands that made it!—*From a New York Department-Store Advertisement.*

Family Sentiment.—FATHER—"But, my dear Dorothy, your husband already owes me a lot of money. I don't think he should expect me to lend him more."

DAUGHTER—"Well, father, he has to get it somewhere, and he has a certain sentiment about keeping his creditors in the family."—*London Opinion.*

Correspondence School. — TRAVELING SALESMAN—"Whom do you consider the smartest man in the village?"

JED HICKSLEIGH—"Postmaster. He's the smartest feller hereabouts—speaks six languages."

TRAVELING SALESMAN—"Learned them in college, I presume."

JED HICKSLEIGH—"No, he jes' kinda got onta 'em readin' postal cards."—*New York World.*

Scientific Investigation.—A small boy came hurriedly down the street, and halted breathlessly in front of a stranger going in the same direction.

"Have you lost half a crown?" he asked with his hand in his pocket.

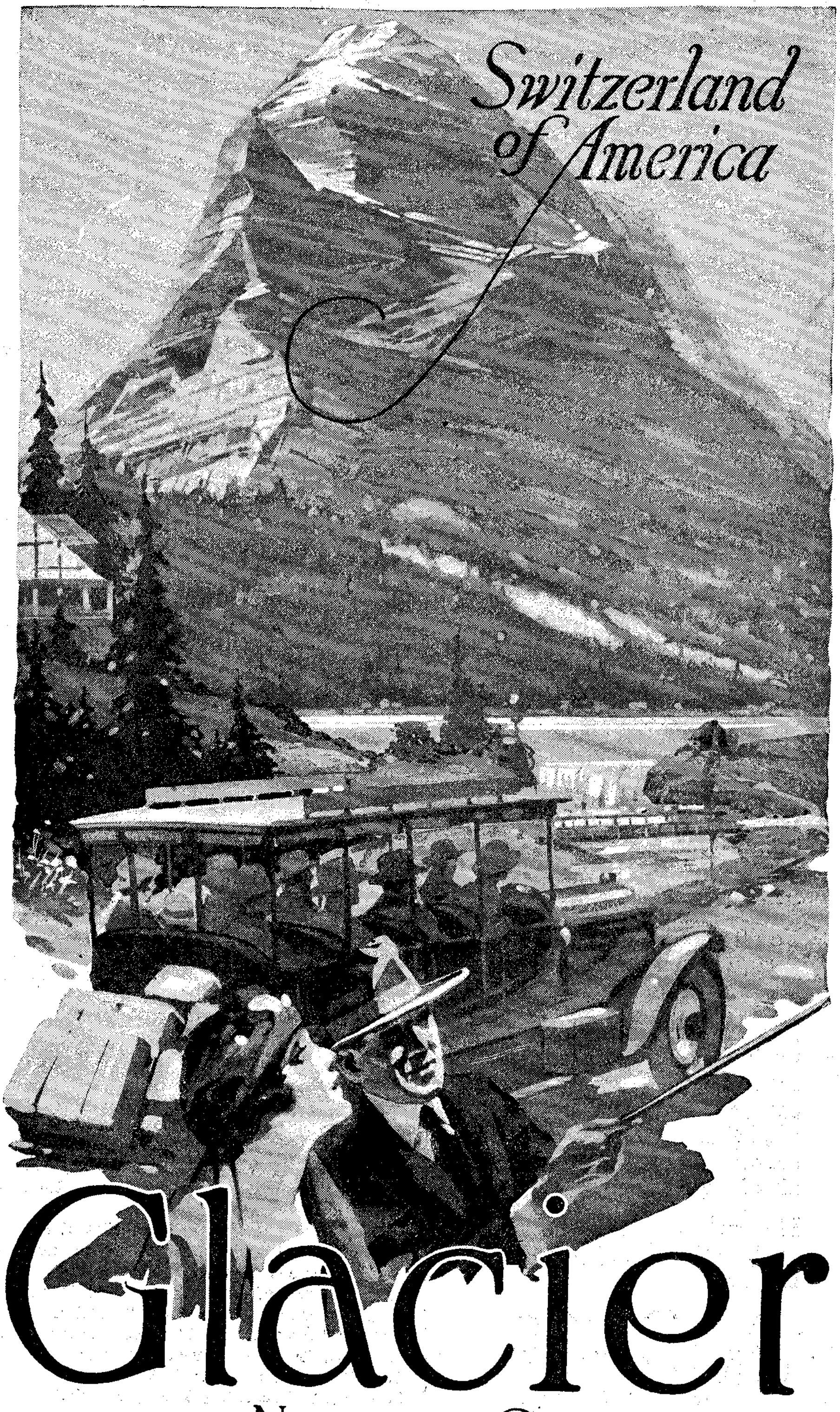
"Y-es, yes, I believe I have!" said the stranger feeling in his pockets. "Have you found one?"

"Oh, no," said the small boy. "I just want to see how many have been lost to-day. Yours makes fifty-four!"—*London Tit-Bits.*

The Shifting Statue.—The destroyer *Sharkey*, which arrived in New York Harbor some days ago, dropt anchor near the Statue of Liberty on the starboard side, but during the night the tide shifted it about to the portside.

This transformation was most perplexing to a rookie gob, who finally confided his problem to a C. P. O.

"Well, you see, it's like this," the old-timer informed him. "New York and Brooklyn both claim the statue, so to stop the argument the Government lets New York have it one day and then moves it over to the Brooklyn side the next."—*The American Legion Weekly.*



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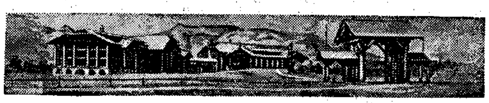

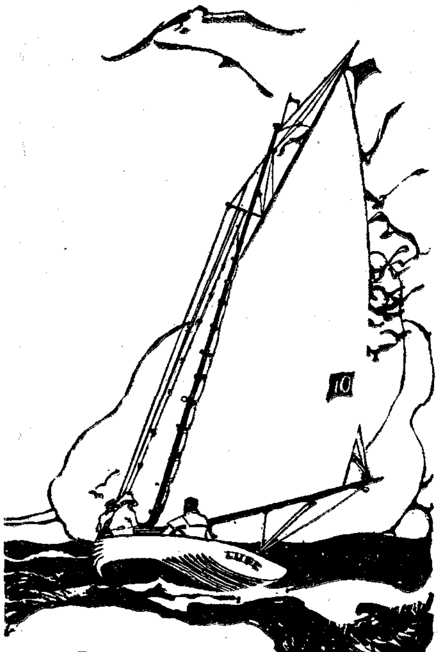

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THE ◆ LEXICOGRAPHER'S ◆ EASY ◆ CHAIR

Readers will please bear in mind that no notice will be taken of anonymous communications.

"J. O." Wichita, Kan.—"Please give the meaning and pronunciation of the word eumoiriety."

The word *eumoiriety* means, "Literally, happy-fatedness; extreme good luck; welfare." The word is pronounced *yu"moi-rai'i-ti—u* as in *rule*, *oi* as in *oil*, *ai* as in *aisle*, second and third *i*'s as in *habit*.

"L. K.," Washington, D. C.—"Is there any rule of grammar which prohibits the ending of a sentence with a preposition?"

"In English the preposition ordinarily precedes, but may at times appropriately, and very forcibly, follow its object, even when the preposition thus ends a clause or sentence. 'The soil out of which such men as he are made is good to be born *on*, good to live *on*, good to die *for* and to be buried *in*.'—Lowell, 'Among My Books,' Second Series, Garfield. This usage may be supported by numberless quotations from the best authors."—Fernald "English Grammar Simplified."

"G. F. B.," Oklahoma City, Okla.—"Please give modern definition of the word *Junker*."

Junker—"One of the reactionary aristocracy in Prussia who seek to maintain social and political supremacy and are characterized by narrow-mindedness and an overbearing attitude."

"W. W. M.," Covington, Ky.—"Kindly tell me why the English soldiers are called *Tommy Atkins*."

The expression *Tommy Atkins* had its origin in a pamphlet issued at one time to all British soldiers, in which were to be entered the name, age, term of service, etc., of each individual. With each book a form was sent out by the War Office and the sample name filled in on it was *Tommy Atkins*, corresponding to the *John Doe* of legal documents. This, by an easy transference, became the nickname of the British soldier.

"L. F. M.," Battle Creek, Mich.—"Please inform me whether a certain little town in the Champagne sector in France, north of Suippes, is correctly spelled Sommeby or Sommepy."

The name of the town to which you refer is *Sommepy*. It lies approximately twenty-two miles due east of Reims.

"F. H. B.," Washington, D. C.—"A statement frequently seen in print is that So-and-so 'confesses to a reluctance' (or whatever the particular matter may be). Strictly interpreted, does not the use of the preposition make 'reluctance' the recipient of a confession rather than the thing confessed?"

The Lexicographer believes that the word *to* is misplaced and should follow *reluctance*—"The writer confesses a *reluctance to* reply more freely for want of context." An examination of English literature shows that "reluctance to" has been in use from 1740—"Your *reluctance to* put the vanity of an author out of countenance"; 1788, "The lady appeared to feel no *reluctance to* the thought of accepting these proposals."

"G. M. M.," Tulot, Ark.—"How is the word *philately* pronounced and what does it mean?"

The word *philately* is defined as—"The study and collection of labels or stamps, stamped envelops, and wrapper-stamps issued by public authority to indicate prepayment or freedom from charge, payment due, or special service, as postage- or revenue-stamps, and also stamps of private telegraph and letter-carrying companies." The word is pronounced *fi-lat'i-li—i*'s as in *habit*, *a* as in *fat*.

"E. R.," Talladega, Ala.—"Please give me the difference in meaning between the words *speak* and *talk*."

"To *utter* is to give forth as an audible sound, articulate or not. To *talk* is to *utter* a succession of connected words, ordinarily with the expectation of being listened to. To *speak* is to give articulate utterance even to a single word; the officer *speaks* the word of command, but does not *talk* it. To *speak* is also to *utter* words with the ordinary intonation, as distinguished from singing. To *chat* is ordinarily to utter in a familiar, conversational way; to *chatter* is to *talk* in an empty, ceaseless way like a magpie."—Fernald, "Synonyms, Antonyms, and Prepositions."

"F. E.," New Orleans, La.—"Do you say, 'These grits *are* good,' or 'This grits *is* good'?"

The term *grits* is correctly used when the intention is to describe "grain much like coarse corn-meal mush." There is also *groats*, which is used to designate hulled or crushed oats or wheat or fragments of wheat larger than *grits*. Both words take a verb in the plural. Therefore, "These grits *are* good" is correct.

"L. J.," Chin Lee, Ariz.—"Please tell me who was the inventor of the first submarine. Was it not a man by the name of Wellen (or some such name)?"

John Philip Holland, an American, was the inventor of the modern submarine. The idea of a submarine boat is not new. One was invented in 1578; Van Dribel's invention was tested under the patronage of King James I. on the Thames in 1624; a third was launched by a Frenchman named Le Son in 1652; a fourth was invented by Symons in 1747, and a fifth by an English mechanic named Day, at Plymouth, England, in 1774. Over a century ago a boat was built by David Bushnell, a Connecticut Yankee, which could be navigated under water. Robert Fulton also constructed such a vessel, and tried to sell it to the First Napoleon in 1802. During the Civil War the Confederates destroyed one of the Union ships by means of a submarine boat, which towed a torpedo up against the object of attack. We find no trace of Wellen as inventor.

"S. W. M.," Washington, D. C.—"Which is correct, '*Under* the circumstances,' or '*In* the circumstances'?"

Mere situation is exprest by "*in* the circumstances"; action affected is performed "*under* the circumstances."

"H. T.," Cushing, Okla.—"Please give me the correct pronunciation and definition of the term *de luxe*."

The term *de luxe* is correctly pronounced *da luks—a* as in *final*, *u* as in French *Dumas*; not *da luks—a* as in *final*, *u* as in *rule*. It is defined as—"Of luxury: said of editions of books, cabins of ships, or of railway trains with luxurious appointments."

"E. M. D.," Pinole, Cal.—"Kindly tell me the correct abbreviation for the word *Private* as used in a military sense."

The abbreviations for the word *Private* in military use are *Pvt.*, *Pvte.*, and *Pte.* The last two are more common in England than in the United States.

"E. S. H.," Muskogee, Okla.—"Are these two sentences equally correct—(1) 'The mail was sent *direct* from New York to Chicago'; (2) 'The mail was sent *directly* from New York to Chicago,' meaning in a straight course, and not by a roundabout way?"

The words *direct* and *directly* are both adverbs, and either may be used in the sentence cited. In the adverbial use, *direct* means "in a straight line; by direct course; directly."

"W. G. H.," Cameron, Texas.—"I have heard a number of explanations of the wireless distress signal *S. O. S.*, such as 'Save Our Ship,' etc. Please let me know if these letters have any such significance, and if so, what."

The letters *S. O. S.* are symbols used in wireless telegraphy to get attention, in a somewhat similar manner as the word "Hello!" is used in a telephone call. They are more quickly transmitted and more easily understood than any other. Some persons have read into them the meaning "Suspend other service," but that is mere fancy.

"R. G. D.," Camp Meade, Md.—"Is the following correct and why—'. . . of age, was *an hotel* employee'? Are there any instances where *an* is used preceding the word *hotel?*"

The pronunciation of the word *hotel* regulates the use of *a* or *an*. When the word is pronounced without an aspirate "h," as it is frequently by many Englishmen because of its derivation from the French word, in which language this "h" is not sounded, it naturally takes *an*, whereas if the "h" is aspirated, as is commonly done in the United States, the word is correctly preceded by *a*.

"T. W. D.," Reading, Pa.—"Please tell me what was considered as 'No Man's Land' in the Great War."

No Man's Land was the territory that lay between the first line trenches of the opposing armies.